



Pompey's future as a naval base

Eight-page supplement



Hats off to Vladivostok!

HMS Richmond has a rare old time in Russia's Eastern base

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Whaley's roaring Thirties

Excellent's year of the lion

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Commandos in night raid on their old Malayan battleground

TASK GROUP FLEX JUNGLE MUSCLE



ASSAULT ship HMS Fearless and her amphibious task group put hundreds of Royal Marines ashore during a night-time raiding exercise in Malaysia, reports Dominic Blake.

Exercise Muka Wave – the latest of the Ocean Wave '97 deployment – took 40 Commando back to the jungle region where they fought for real during the Malayan Emergency in the early 1950s.

Invincible makes Faslane debut . . .

HMS INVINCIBLE approaches Clyde Naval Base to become the first aircraft carrier to berth alongside at Faslane.

Under the command of Capt Roy Clare, she was in the north to lead the naval elements of a Joint Maritime Course off the west coast of Scotland.

As landing craft hit the beaches under cover of darkness, helicopter pilots used night vision goggles to ferry the men and a battery of 105mm howitzers directly from the flight deck.

About 300 Malaysian soldiers took part in the raid, securing the beach and helping to establish a fire base before two companies of 40 Cdo Group were flown deep into the jungle.

Bridge blown

They recce'd and blew up their target – a bridge – and successfully completed a 20km escape and evasion through dense jungle and palm plantations to get back to the beach where a holding battle covered a "tactical backload" to the ship.

The Malaysians involved in the exercise were from an army regiment with no experience of landing craft operations, and about 50 per cent were non swimmers. But they

Argus back from Africa

RFA ARGUS has returned to Portsmouth after standing by as a precautionary measure off strife-torn Sierra Leone.

Sea King helicopters of 810 Squadron were embarked and she was equipped as a casualty receiving centre. Following evacuation of foreign nationals by US forces, and an easing of tension, it was judged that Argus was no longer needed off the coast of West Africa.

were specially trained for the raid with 40 Cdo Group by 4 Assault Squadron Royal Marines (4ASRM) from HMS Fearless.

Capt Richard Thurstan of 4 ASRM said: "We spent three or

■ Turn to back page

Winchman risked life in 30ft waves

LYNX RESCUER WINS THE AIR FORCE CROSS

A HELICOPTER winchman who three times risked his own life in "highly dangerous" conditions to save five men from a sinking cargo ship has been awarded the Air Force Cross.

Marines praised for task in Zaire

THE 100 Royal Marines who were deployed for the possible evacuation of British citizens in Zaire have returned to Britain amid praise for the way they carried out their mission.

Minister of the Armed Forces, Dr John Reid, told the Marines and Army personnel who had been sent to the region two months before that they had been highly successful.

"Your presence undoubtedly contributed greatly to the stabilisation of the region," he said. "I commend you on your professionalism and display of traditional high standards."

About 500 Service personnel were deployed in Operation Determinant as a precautionary measure in case the safety of Britons in Kinshasa was threatened by civil war.

Friendly

Brig Robert Fulton, Commander of 3 Commando Brigade, welcomed the members of 42 Cdo and 539 Assault Squadron on their return from the former Zaire and Gabon. He said: "I am certain that the Royal Marines' professionalism and training would have enabled them to carry out whatever task the Government set them in an efficient and friendly fashion."

While based at Brazzaville on the Congo river, the Marines helped the Red Cross to buy equipment for a children's hospital in Kinshasa. C/Sgt Colin Vout organised and took part in a sponsored marathon run which raised \$1,000. A similar sum was raised by Marines of 42 Cdo at Bickleigh Barracks, Plymouth.

Caning threat men return

THE ROYAL Marine who with a REME craftsman were arrested for alleged robbery in Singapore have returned to face military proceedings in Britain.

Mne Richard Britten and Craftsman John King could have been given a 14-year jail sentence and a caning if they were tried and found guilty in Singapore.

D-Day statue

SIX HUNDRED wartime veterans paraded in Portsmouth to mark the unveiling by the Duke of Kent of the statues of Field Marshal Montgomery and an ordinary soldier. The figures stand outside the D-Day Museum in Southsea, and are a permanent reminder in the city of the 50th anniversary of the Normandy landings and of the end of the war.

ALAEM Nick Owen was a member of HMS Northumberland's Lynx flight when it was called to the aid of the Rumanian ship Covasna, foundering in an Atlantic gale 330 miles south-west of Cape Finisterre. It was his first rescue since training.

Flight commander during the operation on January 7 last year was Lt Robin Scott. Both he and the pilot, Lt Kristopher Zimmerman – a US Navy officer on exchange – have been awarded the Queen's Commendation for Bravery in the Air.

Force 11 gusts

Northumberland answered the ship's distress call on her way to South Atlantic deployment. She launched her Lynx in winds gusting to Force 11 and waves of over 30ft.

Seventeen of Covasna's crew had abandoned ship in a lifeboat and liferaft and had been picked up by a Russian tanker. However, four more men and the Master were still on board when Northumberland's Lynx arrived at first light.

It was decided to winch up the stranded sailors, and Nick Owen was lowered in wind speeds averaging 45-50 knots and waves which were causing the Covasna to rise and fall up to 50ft. That attempt was called off after Owen was nearly hit by the superstructure of the violently pitching vessel.

A five-man liferaft was then lowered but was lost by the cold and tired men on the Covasna. Owen was again lowered to retrieve the liferaft, and "oblivious to his own safety" unhooked himself from the wire so he could enter the raft to recover the drogue.

This done, he re-attached himself to the wire and was lifted out of the liferaft while holding the recovery drogue. But that attempt was abandoned when the liferaft broke free in a squall.

In a third bid to save the men, once-only suits and lifejackets were lowered in preparation for another winch operation using the double-lift technique. In the words of the AFC citation, "Owen courageously tried to reach the first man but soon found that he was in danger of drowning, 40ft clear of the water at one moment and under it the next."

Double lifting was proving too dangerous and Owen was recovered to the aircraft. The five Covasna crew were eventually recovered using a single-lift technique.

LAEM Owen is now a member of HMS Beaver flight, and Lt Zimmerman is in HMS Newcastle. Lt Scott is on course at HMS Dryad.

RM climber falls to death

ROYAL Marine Damian Deeley has died after falling during a rock-climbing expedition in North Wales.

Mne Deeley (20) was a member of the Commando Logistic Regiment based at Chivenor, and was on a week's training activities when the accident happened on May 29. At the time, he was climbing a rock face with 11 companions near Llangollen.

A Sea King rescue helicopter from RAF Valley airlifted him to hospital, but he was dead on arrival.



● An enviable welcome to Newcastle for OM(AW) Paul Robertson, from Lisa Brown and Joanne Lewis, and (below) HMS Newcastle leaves the Tyne after a memorable visit.

Pictures: LA(PHOT) Mark Hipkin, FOSF.

Newcastle fans turn out in thousands

OVER 10,000 people took the chance to look round HMS Newcastle when the newly-refitted Type 42 destroyer visited her home city of Newcastle.

Main reason for the ship's five-day stand-off was to hold her rededication ceremony, attended by a glittering array of guests, including a former Cabinet Minister, three admirals, the Lord Mayor of Newcastle and five Royal Navy captains.

Chief guest was the ship's sponsor, Lady Silvia Rodgers who was accompanied by her husband, Lord Rodgers – Minister of State for Defence at the time the Newcastle was launched in 1975.

Others included Admiral of the Fleet Sir Julian Oswald; Vice Admiral John Brigstocke, Flag Officer Surface Flotilla and Second Sea Lord designate; Vice Admiral Sir Norman King; and the Lord Mayor, Cllr Margaret Nixon.



On May 30, the day after the ceremony, the ship exercised its Freedom of the City with a march from the civic centre to Grey's Monument, where the salute was taken by the Lord Mayor accompanied by the ship's Commanding Officer, Cdr Nick Lambert.

On her passage to Newcastle the ship hosted 60 fathers and sons at sea – a scheme by which a sailor's

father or son could spend two days at sea.

HMS Newcastle emerged from a £3 million refit in Rosyth in November last year and has since conducted trials and exercises, included the successful first firing since her refit of a Sea Dart missile. It took place during a Joint Maritime Course which formed the last part of the ship's post-refit trials.

Oh baby, we're really home!



LAC MICK Turnbull (left) and AEM Nigel Richards get acquainted with their new daughters Jessica and Lilly after their ship, HMS Boxer, returned to Devonport from a seven-month deployment.

The Type 22 frigate, under her Commanding Officer, Cdr Michael Mansergh, had fulfilled busy and varied tasks as West Indies Guardship, steaming more than 28,000 miles.

Working with the US Coast Guard, she had

been involved in several anti-drugs patrols in the region. She had also been on standby to help the people of the island of Montserrat under the threat of a volcanic eruption.

While away, Boxer's visits have included 12 islands in the region – among them Bermuda, Barbados, the Cayman Islands, Grenada, Antigua and Trinidad.

Picture: LA(PHOT) Slinger Wood

NATO warships out in strength

SIX MAJOR warships were included in the British line-up for a wide-ranging peace support exercise off Portugal.

Exercise Linked Seas 97 involved 12 nations of NATO's military alliance, as well as France, in a two-week scenario designed to develop the Treaty Organisation's new missions and concepts.

The total of 80 ships taking part included the destroyers HMS Nottingham and Newcastle; the frigates HMS Campbeltown, Cornwall and Monmouth; RFA Fort Victoria; a British submarine, and four mine countermeasures vessels.

15,000 personnel

Senior British commander at sea was Rear Admiral Alan West in his NATO role as Commander Anti-Submarine Warfare Striking Force.

The participating ships, 75 aircraft and land forces, involved a total of 15,000 NATO personnel.

The scenario included surveillance, embargo enforcement and mine countermeasures at sea, with peacekeeping and humanitarian assistance ashore.

After the end of the exercise on May 19, 45 warships visited Lisbon. They included vessels of the Standing Naval Forces Atlantic, Channel and Mediterranean. Among them were HMS Cornwall,

handing over her STANAVFORLANT duty to HMS London; HMS Campbeltown, HMS Birmingham and the MCM vessel, HMS Cattistock.

HAUL-DOWN PARTY FOR FAMILIES

HMS CHATHAM families were holding a party at home to mark the haul-down in Hong Kong, in which the ship was taking part on June 30.

The 'eve of haul-down' party on was being held on June 29 at the Crownhill Families Centre, Plymouth from 4-7pm, and all families of Service personnel in the Far East in ships, submarines or RFAs were welcome.

Chatham families have met twice at the Crownhill Centre since the Type 23 frigate left on deployment in March.

For details contact organiser Nick Bennett on 01752 770860.

■ The last patrol – page 4.

Steptoe nets a nasty piece of wartime junk

SKIPPER of a fishing vessel which netted a live wartime mine off Plymouth Sound knew exactly what to do – thanks to his Royal Navy training.

The skipper of the *fy Amber*, Harry Steptoe, is a former CPO Diver, and recognised trouble when he saw it tangled in his nets.

He radioed ashore for help, and it came in the form of disposal experts from the Southern Diving Team based at Plymouth. They untangled the mine, took it away and sank it before carrying out a controlled explosion.

A spokesman for the team said: "It was a British World War II A Mk 9 ground mine containing 1,110lb of explosives. We don't see many of those in these waters, but Harry knew just what to do."

● See 'Smiles' cartoon, page 16.

Duncan raises youth crew

TEN YOUNGSTERS from Dundee and Angus schools and youth groups are going to sea aboard the sail training Association schooners, thanks to a Dundee naval hero.

A fund-raising campaign in memory of Dundee's famous Admiral Lord Duncan, who lifted the threat of Napoleonic invasion at the Battle of Camperdown, has made it possible for the local STA group to send more trainees to sea this summer than any year since the organisation was set up in 1986.

The Bicentenary Ginger Group, set up to promote the 200th anniversary of the battle has substantially assisted in the sponsorship of 10 youngsters.

The Ginger Group has also planned a five-day programme of celebrations from October 8-12 to mark the actual bicentenary of the battle on October 11th. Among the festivities will be a concert by the Royal Scottish National Orchestra and a visit to Dundee by RN and Dutch Navy Ships as well as a special service at Dundee Parish church.

DRUGS HAUL

CANNABIS worth £30m was seized by Customs officers after the tug *mv Kingston* was intercepted in the Western Approaches 300 miles off the UK coast in an operation supported by an unidentified RN warship.

The tug was later brought into Portsmouth and two Dutchmen and a British subject were arrested. It is believed the haul had been picked up off the North African coast.

THE PREVIOUS Government's decision to replace *HMV Britannia* is under review by Labour.

However, Defence Procurement Minister Lord Gilbert told peers that a new Royal Yacht was not ruled out and that the Ministry of Defence was studying "four or five very interesting proposals" which would be before Ministers soon.

● **Earliest days:** the newly commissioned *HMV Britannia* with The Queen, Prince Philip, Prince Charles and Princess Anne on board, escorted home from the Mediterranean by *HMS Glasgow* and other units of the Home and Mediterranean Fleets. Photo: Roy Palmer, *HMS Glasgow Old Boys Association*.

BRITANNIA REVIEWED



Flagship Cornwall completes the link

HMS CORNWALL, the Devonport-based Type 22 frigate returned home last month after more than six months with NATO's Standing Naval Force Atlantic.

For the first four months she was the Force's flag ship and took part in the change of command ceremony at Devonport in January.

The Dutch Commodore Pieter van der Graaf took over from the UK's Commodore (now Rear Admiral) Andy Gough, and was embarked in the *Cornwall* until March.

The Force, of at least five ship's from various NATO countries, then visited Germany, Denmark, Norway, Belgium, Scotland and Holland and went on to Cadiz, Casablanca and Lisbon.

There followed Exercise Linked Seas 97, a major maritime NATO exercise involving other nations including Brazil, which simulated a Naval blockade and evacuation of a country at civil war (see opposite).

COMPENSATION IN QUESTION

COMPENSATION for ex-Servicemen fighting a wide range of causes is being investigated by the new Government.

Foreign Secretary Robin Cook has held talks with his Japanese counterpart over payouts for former prisoners of war. A plea for £15,000 each made by John Major in 1993 was rejected.

There have also been promises to step up inquiries into the so-called 'Gulf War Syndrome' and look into compensation for former sailors suffering from asbestos-related diseases.

A review is being made of last year's change in procedure for assessment of pensions for those suffering deafness due to war service under which further hearing loss over a period of time would not qualify for any

increase.

Meanwhile on the 40th anniversary of Britain's first hydrogen bomb test the British Nuclear Test Veterans Association has set up an independent research group to study their medical records after years of campaigning for compensation for illnesses it claims were caused by radiation.

There have been fresh moves for reviewing the cases of servicemen shot for cowardice in World War I.

Broadcaster Ludovic Kennedy wrote to *The Times* calling for restitution for S/Lt Edwin Dyett, executed in 1916 while serving with the Royal Naval Division in Flanders.

"Restitution for Edwin Dyett is long overdue; and for all those others who succumbed to the incredible stresses they were obliged to endure," he said.

IN BRIEF

THE FRENCH aircraft carrier *FS Clemenceau* visited Portsmouth last month together with the destroyer *FS Duquesne* and the frigate *FS Surcouf*. Embarked in *Clemenceau* – which has a ship's company of over 2,000 men – was the Commander of Task Force 471, Rear Admiral J. Celerier.

□ □ □

THE POPPY, known worldwide as the symbol of The Royal British Legion has now gone onto the Internet. Veterans can search for long lost friends and visitors to the Web Site can discover information about the Legion's origins and its charitable work among the 15 million British ex-service community. The site address: <<http://www.britishlegion.org.uk>>.

□ □ □

INTERESTED in refreshing or improving existing skills? New Ways of Training through an interactive learning facility has arrived at *HMS DRYAD*. You can choose how, what and when to learn from a wide range of subjects, via Interactive Video Instruction.

□ □ □

A NEW multi-million pound building that will house the Merlin Training Simulators has officially been handed over to the Royal Navy during a short ceremony at *RNAS Culdrose*.

□ □ □

A VOLUNTEER workforce known as 'Friends of the Mast Pond' has been recruited to help preserve historic boats belonging to Portsmouth Naval Base Property Trust's small craft collection. These include a replica of Captain Bligh's boat.

Coventry's big day out

THE LORD Mayor of Coventry Cllr Stan Hodson, was among a whole host of affiliates on a VIP sea day held by *HMS Coventry*. Local newspapers, BBC Radio and Central Television also joined them.

Visitors were shown a flying exercise, as well as watching the operations room in action. They saw a full multi threat exercise with incoming missiles being shot down by *Seawolf* and *Exocet* missiles, while much effort was put into locating an enemy submarine.

The day ended with a man overboard exercise.

The Lord Mayor said "People think of the ship as part of their city. I have really had a fantastic day".

HMS Coventry CO, Cpt Paul Lambert said, "We are very proud of our strong links with the City of Coventry, we always enjoy having our affiliates on board".

● **LOM Darren Sullivan** helps Cllr Hodson with the use of the 20mm gun.





Drafty... The War Drafting Control Office



Reserves to play an even greater role

THE NAVAL Drafting Directorate does much more than just drafting and one of the less well-known, but crucial, sections is the War Drafting Control Office.

This section is unique to the drafting organisation and is responsible for co-ordinating the allocation of RN active service and reservist rating manpower to crisis and war billets, as well as being responsible for administering all Royal Naval and Royal Marines ex-regular rating and other-rank reservists.

The emphasis on manpower planning continues to be towards an out-of-area crisis, as the likelihood of a full war breaking out at short notice is considered low.



Crisis manpower

From May to November of last year, the NDD played a major part in Exercise REGEN '96, a Navy-

wide manpower regeneration exercise conducted in real time over six months.

It tested the Crisis Operational Drafting and as many have been aware, involved the manpower and training of administrative staff of most establishments.

As you read this, the MOD is planning another six-month exercise, on the same lines as REGEN '96, in about two years time, but this one will be Tri-Service and on a much bigger scale.

Such Tri-Service exercises require much detailed planning and the involvement of personnel, but should prove excellent value.

Reserve Acts

The new Reserve Forces Act, which came into force in April, provides considerably more flexibility in the use of Reserves than RFA '80 and makes the role of reserve forces more relevant to today's needs.

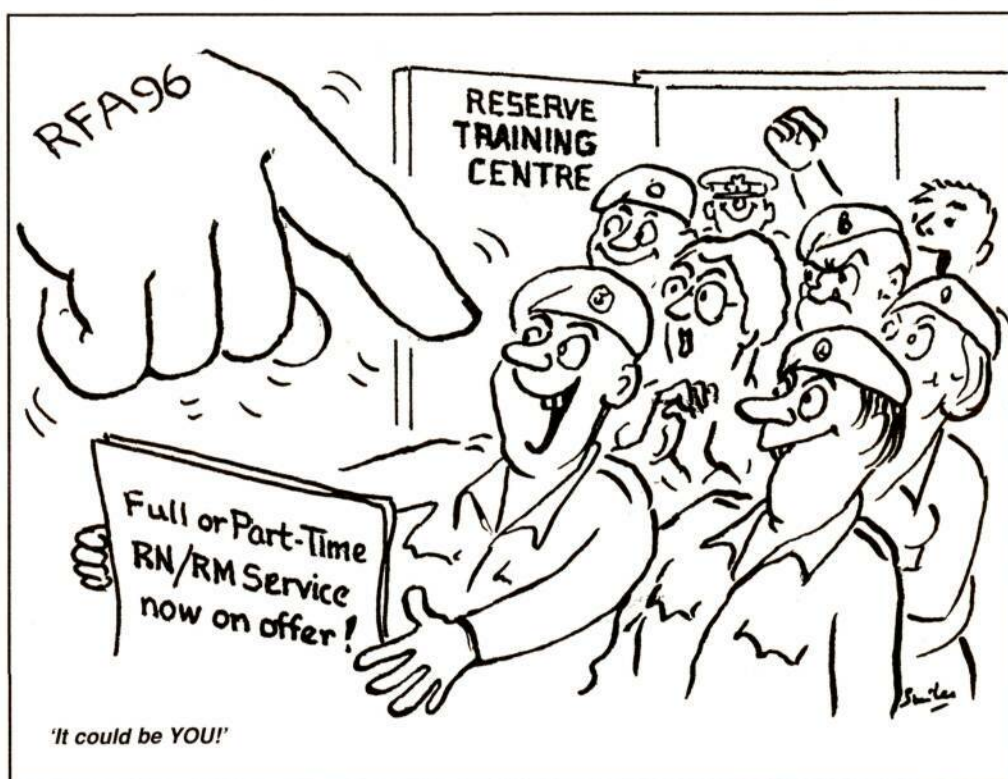
The new act covers men and women and allows Reserves to be used, for example, for UN peace-keeping operations, something which could never have happened under the old Act.

As a result of the new legislation, ex-regular Reserves have taken on a new structure.

For ratings and other ranks, the old Royal Fleet Reserve (non-commissioned) and the old Pensioner Reserve has all been called the Recall Reserve, or RR for short.

So, which Reserve Forces Act are personnel subject to?

The new powers apply only to those who join the Services on or after April 1, 1997. Consequently, all those who were reservists on that date assumed a special status and became known as transitional members, as did those who were in



regular, active service on March 31 and who will eventually have a reserve liability.

The 1980 Act and the 1996 Act will therefore be in force together for many years. A current reservist or regular who wishes to accept the full liabilities of the 1996 Act may do so by electing to cease to be a transitional member and this option is offered to all ratings and other ranks during the their release routine.

The pros and cons of each are made available to individuals at that time.

Liability

Under the new legislation, total reserve liability will normally be six years. Whether this is served in the RFR(NC) or the RR basically depends on whether or not the rating or other rank has completed 22 years service.

Full details are provided to individuals at the appropriate time. Under RFA '80 it is three years for transitional members of the RFR(NC) and until 55 years of age for the RR.

Full time

RFA '96 provides for a new type of service to enable members of the RFR(NC), RR or RNR to be employed on a voluntary basis, in peacetime, either full-time or part time, depending on Service

requirements.

Service can be for up to two years and in each case a formal agreement will be made between the RN and the reservist concerned. If an when these requirements arise, reservists will normally be tawled for volunteers but individuals may always indicate their availability if they wish.

Although not associated with the new legislation, there are now also opportunities for some cate-

gories of Reserve personnel to join the regular service for 2-year engagements under the Special Short Service Engagement Scheme.

All interested reservists should contact the Registrar (RTC for RNR members) or Armed Forces careers office for further details.

A parallel scheme exists for reserve officers to join under the terms of the Special Short Service Commission (SSSC).

THE WAR DRAFTING TEAM

THE WAR Drafting team, with their Centurion extension numbers are:

WDCO and Registrar of Reserves, Lt Cdr Nigel Parry	2384
Assistant WDCO/Office Manager, POWWTR Katrina Plummer	2106
Office Writer, WTR Richard Briggs	2485
RESERVES ADMINISTRATION	
RN Pensioners, Mrs Pauline Bennett	2046
RN RFR (A-K) Mrs Mary Parry	2253
RN RFR (L-Z) Miss Lisa Whitcher	2199
RM RFR/Pensioners, Mrs Gail Brooker	2513
RFR Annual Reporting, Mr Ron Harley	2252
CHANGES TO THE WE DRAFTING TEAM	
D1 Drafting Commander, Cdr Garth Manning	2495
D1C Drafting Officer, Lt Cdr Bob Villier	2452
AD1W SR Drafting I/C Desk, POWWTR Tracey Newell	2529
AD1W1 Drafter, LWEM Drafter LWWTR Anita Allen	2511
AD1W2 WEM Drafter, WWTR Louise Wright	2529



'Big Chief Drafty say send reserve scalping party... got 'hairier' crisis!'

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Hong Kong pursuit craft in final formation



● Royal Marines race the six fast pursuit craft from the Hong Kong Squadron ships Peacock, Plover and Starling through Rocky Harbour, Hong Kong, followed by a Wessex from 28 (AC) Squadron based at Kai Tak.



● New addition – Type 23 frigate HMS Grafton joins the Fourth Frigate Squadron in Portsmouth.

Doing it Grafton's way

THERE is a saying among the ship's company of the Navy's latest warship – do things the Grafton way.

That, according to her first commanding officer, Commander Nick Stanley, is doing things with professionalism and enthusiasm, drawing on a line of seven earlier Graftons stretching back more than 300 years.

The first four, between the years 1679 and 1816, were ships of the line, with the first being commanded at one point by the 27-year-old Duke of Grafton himself. Between them they won a number of honours from the Mediterranean to the Indian Ocean.

A gap of almost 80 years was ended in 1892 with the launch of the fifth, an Edgar-class cruiser, which served in the China Fleet, and during the war saw service in the Atlantic, Mediterranean, Red, Black and North Seas. She was scrapped in 1919.

The sixth Grafton was the shortest-lived; the G-class destroyer commissioned in 1936 and spent much of the Spanish Civil War evacuating refugees and undertaking neutrality patrols off the Spanish coast.

In the Second World War Grafton operated from Devonport and Harwich, and successfully

evacuated 860 troops to Dover from Dunkirk on May 27, 1940. The following day, with another 800 on board, she was torpedoed while rescuing survivors of a sunken destroyer.

Only four died, and everyone else was rescued. The ship was scuttled by gunfire.

The seventh Grafton was the first to miss out on military action – though the Type 14 frigate did see some rough stuff in the Cod Wars off Iceland before she was scrapped in 1971.

And so to the current Grafton, one of the most capable warships in the world.

Designed primarily as a specialist anti-submarine platform – for which reason she is one of the quietest warships in the world – Grafton has a range of weaponry and sensors which make her a powerful addition to the Fleet, from the defensive Seawolf missile to the Harpoon and Sea Skua missiles, Stingray torpedo and 4.5in gun.

The largest department on board is the Warfare department, around 72 in number, who fight, maintain and navigate the ship, as well as looking to seamanship and husbandry.

The 44-strong Marine Engineering department provides motive power, hotel services and



weapons support, including lighting, power, water and heating.

In electric motor drive the ship is remarkably quiet, increasing the chances of detecting submarines while decreasing the likelihood of being heard herself.

When a sudden turn of speed is called for, the Rolls-Royce gas turbines and gearboxes are clutched in, giving a 25.5 megawatt boost.

The ship's company is completed by the Weapon Engineering, Executive and Supply departments, the latter responsible for a store of 11,000 items worth £6m.

Since her delivery to the Navy last November, Grafton has undertaken preliminary safety training under Flag Officer Sea Training, completed trials, and visited her affiliated town of Ipswich.

After further sea training, and more programmed visits (see page 20), Grafton will commence her first operational deployment next summer.



● The seventh Grafton – a Blackwood-class frigate of the 20th Frigate Squadron at Spithead in 1964.

Battle honours

BARFLEUR	1692
VIGO	1702
GIBRALTAR	1704
VELEZ MALAGA	1704
PASSERO	1718
PORTO NOVO	1759
DARDANELLES	1915-16
ATLANTIC	1939
DUNKIRK	1940

Facts and figures

Class: Type 23 frigate
Pennant number: F80
Builder: Yarrows, Glasgow
Launched: November 5, 1994
Commissioned: May 29, 1997
Displacement: 3,500 tonnes
Length: 133 metres
Beam: 16.1 metres
Draught: 7.3 metres
Ship's company: 174 (16 officers), with accommodation for 188
Machinery: CODLAG (Combined Diesel Electric

and Gas Turbine); two Rolls Royce Spey SM1C gas turbines; four Paxman Valenta diesels; two GEC motors; two shafts, two fixed-pitch propellers
Speed: 28 knots, 15kts on diesel-electric
Range: 7,800 miles at 15kts
Armaments: Vertical-launch Seawolf missiles, Harpoon missiles, 4.5in Mk8 gun, two 30mm close-range guns, Stingray torpedoes and air-launched Sea Skua missiles
Sensors: Type 996 air-sur-

veillance and target indication radar, Type 1007 navigation and surface warning radar, Type 911 trackers, Type 1010 surveillance radar, Type 2050 sonar
Affiliations: the Duke of Grafton, the Worshipful Company of Dyers, the Borough of Ipswich, 4 Regiment Army Air Corps, 617 Squadron RAF, Cambridge University RN Unit, TS Orwell Sea Cadet Corps, Ipswich RNA
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BY TUGS



Letters

No regrets, Auckland

TO POMEA Chilcott, who apparently sounds disillusioned by what he has experienced on joining the RNZN, I would like to say this.

From the end of World War II through to the mid-fifties hundreds of us on being demobbed from the RN were attracted by the intense recruiting campaign being conducted by the RNZN during that time.

Like you, many of us on arriving in New Zealand were disillusioned by the conditions existing in the RNZN at that time and by life in New Zealand in general.

The overwhelming majority of us kept our 'drips' on the mess-decks, served our engagements, settled in New Zealand – and now in our old age we have no regrets.

Perhaps in the fullness of time, hopefully, you will be able to say the same. – J.Campbell, Auckland, New Zealand.

Fearless ministry

IT WAS a pleasant surprise indeed to see not one but two letters from members of HMS Fearless's first commission – from our captain, Capt Hugh Corbett, and chaplain, the Rev J.C.Venus.

I well remember one wag on board pointing out when reading Daily Orders where it was noted that the latter was joining us: "With those initials he won't need a boat to bring him aboard – he should be able to walk across the water."

John Venus was a much-loved chaplain who was always available to everyone and he did invaluable work in his ministry. – J.Bowden, Yatton, Somerset.

Father sewed flag into mattress

I WAS so pleased to read Mrs M.Duggett's letter about internment in Stanley Camp, Hong Kong and to see the accompanying photograph of the flag raising ceremony.

The man who had the great honour of raising that flag was my father, Raymond Jones, a former Navy man who had been a prison warder at Hong Kong and was a member of the Hong Kong Volunteer Force at the time of the invasion.

As a pregnant woman, my mother had earlier been evacuated to Australia and I was born in Sydney.

Father had stitched the flag into his mattress and slept on it for the duration of his imprisonment. After the liberation the photograph appeared on the front page of many newspapers in the UK.

He died at the age of 51 in 1956 and it was only later that I became aware of the photograph and the story behind it.

Many times I have looked at the faces of those present on that day and wondered where some of them might be now – especially those who were children at the time.

It has been a great thrill and a pleasure to have made contact with Mrs Doggett as a result of her letter in your paper.

Last October, on a visit to Hong Kong, the Superintendent of Stanley Prison gave me and my husband permission to visit the site of that flag raising ceremony. The lamp post used still stands in the same place and I had a few proud moments stood on that self same

spot remembering my father. – R. Shaw, Nottingham.

People power

RESURGAM, which sank off the Welsh coast on passage to Portsmouth in 1880, is described as the world's first engine-powered submarine.

In 1864 the American Federal Fleet was seriously threatened by the Confederate Navy with a new weapon – a 30ft spar torpedo.

A submersible, the CSS Hunley, scored a direct hit under water on the 1,264 ton frigate USS Housatonic which sank rapidly. The CSS Hunley was also flooded through an open hatch, was sucked through the hole she had blown in Housatonic's side and sank also. All hands perished.

I wondered whether CSS Hunley was engine-powered 15 years before the Resurgam? – G.Pickup, Cosham, Hants.

CSS Hunley was driven by a hand-cranked propeller, manned by a crew of eight. During trials she had sunk and been recovered three times, killing a total of 23 men. Her last crew had been tempted by the promise of a huge bounty. – Ed.

New wave of tankers

C.J.A.COPE's disparaging remarks about the choice of names for the fast fleet tankers (May edition) ignore the fact that the previous RFA Wave Knight and Wave Ruler in different ways demonstrated the high professional standards which embody the RFA service.

Wave Ruler's 38 days off Iceland during the First Cod War, in almost unbroken severe weather conditions, was the longest spell of duty undertaken by an RFA during that dispute.

Wave Knight, during the Korean War, managed to commence pumping fuel to HMCS Athabaskan just 105 seconds after the firing of the first pilot line.

On another occasion, in atrocious weather, the same ship undertook a marathon six hour night RAS with the freighting tanker RFA Orangeleaf.

This came immediately prior to a 16-day NATO exercise during which she refuelled 55 ships.

These achievements may not be unique but must surely justify their perpetuation in the names of the new vessels. – J.W.Wise, Gravesend.

Macbeth and a mystery mail drop

IN THE summer of 1942 I was a signalman serving in HMS Macbeth, a Shakespearean class trawler.

We sailed from Reykjavik on a beautiful sunny day on a flat calm sea. The CO presented me with a brown paper parcel in which I found a very large "Stars and Stripes" and four white ensigns.

These ships had a bridge house and he told me to find some tin-tacks and a hammer and tack 'Old Glory' down on the roof so it could be seen from the air. Then I was told to stand by to hoist the four white ensigns as 'battle ensigns'.

Some time later we heard the sound of aircraft engines and I was told to hoist. A US Catalina flying boat circled us, alighted on the water and taxied to about a cable's length from us.

The First Lieutenant was rowed over to the aircraft and was handed a cardboard box, about 40 cm square.

The aircraft took off and we returned to Reykjavik. A car came down to our berth and the First Lieutenant was driven away clutching the box.

It didn't appear heavy enough to contain cypher books. There were several other routes available for quick deliveries. We all wondered what was in that box that was so oddly delivered. Is there someone out there who knows? – D.R.G.White, Harrow.

Crowning story

I WAS in the Navy from 1953 to 1976 and I have always been curious to know why, when The Queen came to the throne, the crown we used to wear changed from the upright, narrow version to the wide, squat type.

I was told at the time that this denoted the difference between a king and a queen. Is this true or were we being bamboozled? – A.F.Johns, Dorchester.

Quite true – the Royal Crown as portrayed on badges, buttons etc is currently the St Edward's crown with a depression in centre top like the upper part of a heart in the playing card, denoting a female monarch. The crown for a King is the dome-shaped Tudor crown. The Naval crown, showing the stems of one-and-two-halves sailing ships, dates back at least to 1746 and is also incorporated in the authorised badge of the Merchant Navy. – Ed.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Under two badges

I AM an ex-Booty married to an ex-Jenny who seven years ago after 16 years with the Corps left to join the Army as an Ammunition Technician (ATO). I have therefore worn the Globe and Laurel with shoulder flashes and then the non-RM dark blue wafer with red dagger.

Could someone tell me why the photograph of Lt Marcus Taylor on the cover of May edition shows him wearing both? Have the regs changed since I left?

Incidentally, on my discharge interview from the the Army after 23 years' total service my Colonel asked how I had found the Army after the Corps. I told him that as far as I was concerned I was still a Royal Marine who because of technical specialisation had to wear a different coloured beret and badge.

To give Lt Col N.Lampard his due there was no sense of humour failure and possibly the best send-off I could have asked for. No regrets for my time in either branch of the services! – J.N.Penrose-Stupart, Frioekheim, Angus.

Under new regulations introduced this year both badges are now worn on combat uniform. – Ed.

Feathers flying

SEEING D.E.Tyler's letter about white feathers, I too was presented with one in Woolworth's in Gloucester while on leave from HMS Prince of Wales following the Bismarck action in May 1941.

I took it home and showed my mother and sister. My mother went frantic. I did understand as she had lost her only brother in World War I.

I did not feel any hate against the woman as she may well have lost loved ones, too. – A.V.Godding, Didcot.

Packet of three

THERE are three County Class cruisers in your photo of Hong Kong harbour in the 1930s (March issue) which were very unusual in that their upper deck was also the main deck.

I was in the Cumberland, the first of the class, from 1927-29. I was in the steaming crew from Barrow-in-Furness to Chatham and due to the funnel fumes on the bridge it was decided to heighten the funnels by 15 ft which made them look rather ugly.

Also, when in Grand Harbour, Malta en route to China, we were moored head astern and the wind on those funnels gave a very peculiar screwing motion to the ship. – Bill Cutting, Redhill.

● HMS Cumberland before her funnels were raised – after which she was known as 'One Player and two Willie Woodbines'.

Navy News

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Editorial and Business address: Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway

Deputy Editor: Anton Hanney

Assistant Editors: Dominic Blake and Mike Gray

Business Manager: Anne Driver

TELEPHONES

Editorial: 01705-294228/724163 Fax: 01705 838845

(Mil. PNB 24163)

Advertising: 01705 725062

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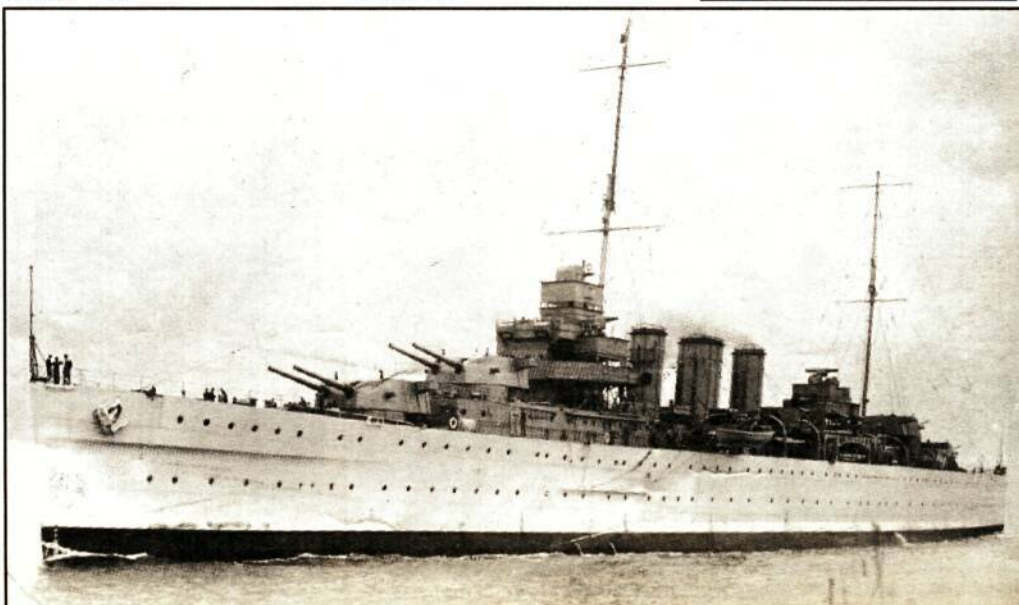
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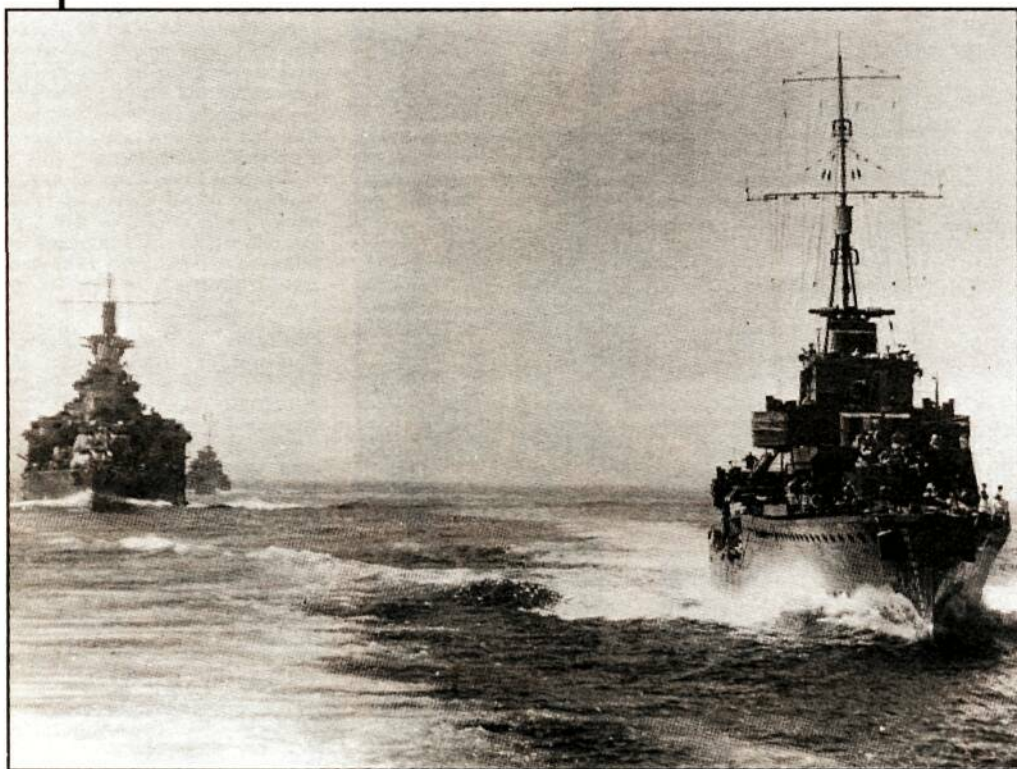
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Shades of the Marie Celeste?



Special Short Service won't mean longer rosters wait

WITH ONE or two exceptions, it is now quite apparent that most branches within the RN have extremely long waiting times on their advancement rosters.

However, many Able Rates and Leading Hands are prepared to study hard to take professional examinations and put in consistently good performances in the workplace to improve their standing on the roster.

It was therefore with great dismay that I read DCI(RN)32/97 and discovered that the Command have, in their wisdom, decided to offer transfers to the Open Engagement to those members of the RNR who, having enlisted on the two year Special Short Service engagement, wish to pursue a full time career in the RN.

Fine, but what about the rest of us who have been waiting for years to be advanced, only to discover that a Leading Hand(RNR) with two years' experience derived from weekends away from their real job in civvy street has been advanced ahead of us?

A charitable view would be that long rosters and the consequent long waiting time are just a sign of the times. However, this new tactic of employing 'part timers' seems not only detrimental to an already poor level of morale within the Junior Ranks, but hypocritical in so far as this policy has come from the very Command whose promotional ladder seems to have been stifled considerably less than ours.

Wtr1 M.Elton, FOSF, Devonport.

Director of Naval Manning replies:

Wtr Elton paints a rather dismal and misleading picture of the effects of DCI(RN) 32/97 (Special Short Service Commissions and Engagements for Ex Regular and Volunteer Reservists SSSE/SSSE). In fact the reverse is true.

The SSSE is a useful addition to the Ratings' structure. It allows the Navy's manpower planners to fill gaps and reduce the excessive workloads gapping causes. Entry under this scheme will be dependent upon Manning and Drafting needs; Branch Managers in the Directorate of Naval Manning and Naval Drafting Division will have to be convinced that entry is in the best interests of the Service. This will take into account the level of gapping, skill shortage and promotion/advancement prospects in each branch.

The RN advances to Requirement. Thus, as a gap at Leading Hand or Petty Officer level appears, it will be automatically filled by the rating at the top of the roster. As long as rosters are not dry, there will be no need to employ SSSE ratings as Leading Hands or Petty Officers. Therefore SSSE LH/POs would be recruited only in the event of a dry roster and then only if a severe skill shortage had been identified. If such a shortage continued to exist, an SSSE LH/PO is more likely to be offered another two year SSSE rather than an Open Engagement.

Wtr Elton will therefore deduce roster lengths will not be increased

by SSSE. Additionally, he will realise the offer of an Open Engagement to an SSSE rating will only rarely be made. Such an offer would seldom, if ever, be made to an SSSE rating other than for entry as an Able Seaman.

SSSE is neither "detrimental" nor "stifling" in its effect on rosters. It should have a positive effect on morale if we accept it as one of a number of measures to alleviate gapping. SSSE is a valuable tool which has benefits for all, not least for a Reservist keen to contribute even more of his/her time and expertise to the RN.

Roll call in Resource

SEEING your article about the RFA Resource finishing her operational life brought back memories of the old Resource.

In May 1941 she was berthed alongside No 6 Shed in Alexandria harbour and all the Naval survivors from our ships lost at Crete were landed there to be taken on board.

I was a Writer at the time and was sent to take their names as they came up the gangway so we could piece together who was missing.

The Gloucester, Kelly, Greyhound, Kashmir, Juno and Fiji were sunk and I think there were about 2,000 missing. -D.Owen, Denby.

I MUCH enjoy your splendid photographs of the ships of today and while I understand and accept that things change I am always struck by the absence of any sign of life, however fine the weather.

When I was a young sailor we spent most of our spare time 'loafing on the upper', draped over the guardrails and sat on the breakwater like a line of sparrows.

To illustrate this I enclose a photograph taken from HMS Warspite showing HMS Valiant (my ship) and two of our destroyer screen. Astern is Intrepid and close in is Queen Olga, festooned with her people sunning themselves and taking the Mediterranean air.

It was no cruise, though - we were all on our way to bombard Reggio. This handsome pair of destroyers were both sunk two months later. - Lt Cdr J.Cooper, Fareham.

Maybe today's lean-manned ships leave little opportunity for 'loafing on the upper' - Ed.

Trees for the Hunts

I READ with great interest the 'IN BRIEF' note in June's paper of the Korean Veterans project in the National Memorial Arboretum at Croxall, as did many members of the 1st Destroyer Flotilla Association.

A number have since contacted me to say they believe your readers might like to know of our own venture.

The Association has made donations for the planting of trees in memory of the 19 Hunt Class destroyers of the Royal, Free French, Norwegian and Polish navies and their ship's companies lost in World War II.

We have managed to gather together the names of all those lost when their ships were sunk to be placed in the Book of

Remembrance.

In addition a further 20 trees have been donated by individuals, some from as far as New Zealand. - J.Gouldner, Glen Parva, Leics.

Well met in Malaysia

WHILE on holiday in Malaysia we were thrilled to meet Royal Navy and Royal Marines and their families on leave from the Five Nations alliance exercise at the Ferriughi Beach Hotel, Penang.

Thankyou for your company, it took us back a few years. We feel it has to be said you are a credit to the Service. - C.Orchard, Dover.

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Vanguard's failed raid

THE PIECE about HMS Vanguard stirred my memories of her, too.

I first saw her in the year 1951 as she lay in Portland Harbour, I being on a camping holiday at Preston.

The next sighting was at Invergordon in the following year. I had, as an RFR, joined HMS Broadsword and we lay not too far away from her so I suppose we were the most likely target for what happened.

Two midshipmen from Vanguard were detailed to get aboard us and remove the deck log from the ship.

Unfortunately for them, 'Guns' was the Officer of the Day and he quickly realised what they were about and got the ratings on the top deck to prevent them getting away.

The Broadsword had just finished Captain D's inspection, so the iron deck and the area round about had all been painted and after the passage to Invergordon needed to be polished and the salt stains removed.

The two midshipmen were therefore put to work under the supervision of gangway staff and other ratings.

'Guns' had ordered Vanguard's launch away and sent a signal to the battleship to say we had captured their two young officers who would be returned after suitable 'ransom' had been paid.

The Broadsword sailed with Vanguard on two occasions - from Invergordon to Gurock around the north of Scotland and then on a courtesy visit to Rotterdam. - E.W.Swann, Kingsley, Northampton.

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People in the News



TWO MEMBERS of HMS Southampton's ship's company have cause to remember their time on patrol in the Gulf.

MEM Peter Hall (above) won a Commander in Chief's commendation for aiding a man injured in a high-speed boat collision; MEM Hall's quick-thinking, decisive action and outstanding leadership were praised.

MEM Hall now serves at the Fire Ground at Horsea Island.

Meanwhile, CPO(Sea) Hutchinson (below) completed his 100th Replenishment at Sea (RAS) for the Type 42 destroyer with RFA Bayleaf, and his citation commented that the 100th, like the previous 99, was carried out with the "skill and professionalism which is the hallmark of all seamanship evolutions" undertaken by him.



● Letting fly - Rear Admiral John McAnally, Flag Officer Training and Recruiting, at the Soak a Sailor stall.

Picture: LA(PHOT) Artie Shaw.

Sailors in firing line

SAILORS were in the firing line at HMS Sultan's summer show - but it was all in a good cause.

Despite showery conditions, a record crowd of more than 10,000 visited the Gosport show over the weekend, and organisers hope that last year's total of £15,000 will be passed.

The money will be distributed between Naval and local charities. Main arena events included dis-

plays by birds of prey, Ministry of Defence police dogs, the Royal Navy free-fall parachute display team, and the Monster Action Stunt Display Team.

The Volunteer Cadet Corps field gun competition over the two days was run by HMS Sultan VCC, and the show closed each day to the sound of the Band of the Royal Marines, Portsmouth.

Sultan personnel ran a village fete within the show, including the popular Soak a Sailor, in which volun-

teers - including Commodore HMS Sultan, Cdre Malcolm Shirley - had wet sponges thrown at them.

VIP guests were Flag Officer Training and Recruiting, Rear Admiral John McAnally, and Rear Admiral John Trewby, Chief Naval Engineer Officer.

Sultan also hosted a charity reception on Friday for 500 people, and 300 invited handicapped children were treated to free rides on the funfair by Burnetts Amusements. Sultan PT staff and MEMs accompanied them, dressed as pirates.



● Getting the bird - Rear Admiral John Trewby becomes acquainted with a falcon.

Picture: POWren(PHOT) Crissie Proudley.

News in Brief

THE CASE of the missing sword has still not been solved.

Admiral of the Fleet Sir Julian Oswald's ceremonial sword - passed to him by his father Captain George Oswald after seeing service during World War II - was left on a train between Portsmouth and London.

The sword also featured at the weddings of Sir Julian and his father, which is why he took out lost and found advertisements to try to recover the family heirloom.

FORMER Flag Officer Portsmouth Rear Admiral David Bawtree has been appointed chairman of the Warrior Preservation Trust.

Warrior, the Victorian iron-clad warship which revolutionised ship design, celebrates ten years in Portsmouth this summer.

Captain David Newbury RN is to succeed Captain Fraser Morgan as Warrior's chief executive and captain in October.

HMS DRYAD'S performance of the *Little Shop of Horrors* scooped six of the 15 trophies, including the Adjudicator's Cup, at the RN Theatre Festival held at HMS Collingwood. Eleven establishments competed for the accolades this year.

FOUR part students of the School of Maritime Operations Executive Course, preparing Officers of the Watch for their first sea appointment, returned to HMS Dryad to receive prizes they won during training in 1996.

The four were S/Lt Ian White (HMS Dolphin), S/Lt Martyn Peak (HMS Hurworth), Lt Tony Rackham (HMS Itchen) and Lt Ian Tabberer (HMS Dolphin).

HMS DRYAD'S performance of the *Little Shop of Horrors* scooped six of the 15 trophies, including the Adjudicator's Cup, at the RN Theatre Festival held at HMS Collingwood. Eleven establishments competed for the accolades this year.

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ATTRACTIVE FEMALE seeks correspondence with tall GSOH Sailor/Marine 33-40. BOX July 2

NICOLA, CUDDLY 5' 6" likes walking, horses, holidays, seeks penpals 25-40. BOX July 3

EXCITING SWEDISH/American blonde seeks Royal Marines and Sailors for correspondence. BOX July 4

CLARE, 28 Portsmouth. Long blonde hair, tall, seeks genuine male naval penpal. BOX July 5

SARAH, 28, seeks caring male penfriend for friendship and fun! BOX July 6

MALE, Ex R.N (invalided) seeks Wren, Sports, GSOH, lives IOM. BOX July 7

NURSING SISTER, 45, seeks naval officer, letters, laughs and? BOX July 8

SIMON, 41, army reserve, seeks wren penfriends 25-40 for friendship. BOX July 9

WENDY, BRUMMIE, 33, wicked SOH seeks single male forces penpal 28-35. BOX July 10

LIZZIE, 25, single, attractive brunette. GSOH, adventurous, seeks male penfriends. BOX July 11

FEMALE 19, seeks Sailor/Marine for fun & friendship, GSOH. Photo please. BOX July 12

TWO FUN loving girls (34 & 43) seek TLC from two like minded men. BOX July 13

LOVING, ATTRACTIVE, intelligent lady (Somerset Based) seeks similar gentleman (45+). BOX July 14

EX CPO, 64 smoker, divorced, drinker would like to hear from lady, Lancashire Yorkshire. BOX July 15

KIM, DIVORCED female, 39yrs, brunette 5'5" seeks similar navy marines. BOX July 16

SUE, 36, slim, brunette, seeks sailor or marine penpal 30-38. BOX July 17

DIVORCED LADY with 2 children late 30's and lonely. BOX July 18

ATTRACTIVE SINGLE mum, 31, GSOH, seeks officer and a gentleman for friendship/relationship. BOX July 19

39yrs INDEPENDENT MUM, blue eyes, fair hair, cuddly wants to correspond with 40-50yrs honest, caring, male. BOX July 20

ATTRACTIVE, PROFESSIONAL female, 24, seeks male penfriends, photo if poss. BOX July 21

ATTRACTIVE GRADUATE, 26, GSOH, into sailing, seeks officer for correspondence/friendship. BOX July 22

PERSONAL

ATTRACTIVE AIR HOSTESS (35yrs) seeks dashing naval officer for air/sea relationship. Photo appreciated. All replies answered. BOX 9635

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● Tropical reunion - LS "Twiggy" Birch (second left) with his mother Doreen, father Peter and HMS Herald's CO, Cdr Ian Turner.

Fancy seeing you here

A BREAK from work in the Indian Ocean led to a remarkable coincidence for one member of HMS Herald's ship's company.

Herald spent a night at anchor off Male in the Maldives to land and pick up mail, and to allow sailors the chance to enjoy an afternoon on the beach.

Leading Seaman (Survey Recorder) Anthony "Twiggy" Birch (29) discovered that his parents were on the island - and joined them in time to celebrate

his mother Doreen's birthday.

Herald's seaboat was despatched, and returned with Mr and Mrs Birch, who enjoyed a champagne celebration, courtesy of the ship's commanding officer, Commander Ian Turner.

Mr Peter Birch said they were grateful for the gesture, adding: "To see our son on board ship several thousand miles away from home while we were on holiday could only have been conjured up by the Royal Navy."

The survey ship has now left the Indian Ocean and is conducting oceanographic work in the eastern Mediterranean.

She is due back in her home port of Devonport at the end of this month after six months away.

During her deployment, Herald has covered much of the Indian Ocean, updating data on Admiralty charts, calling in at Diego Garcia and India before a mid-deployment break at Penang, Malaysia.

People in the News



A NAVY man has won a trophy – miles away from the nearest salt water.

Lt Andy Brown (above) took the Blackham Trophy at the Central Air Traffic School at RAF Shawbury.

The trophy was given to Andy as the student gaining the highest overall mark for theory on No 183 Radar Training Course.

Andy has been posted to the Scottish Air Traffic Control Centre (Mil).

Death ends reunion bid

A FORMER sailor died just days before he was to meet an old shipmate for the first time in 44 years.

Former PO Bill Bennett advertised in *Navy News* in the hope of tracing ex-Chief Ray Procter, whom he had last seen in 1953. The appeal was successful, and the two men rang each other several times earlier this year.

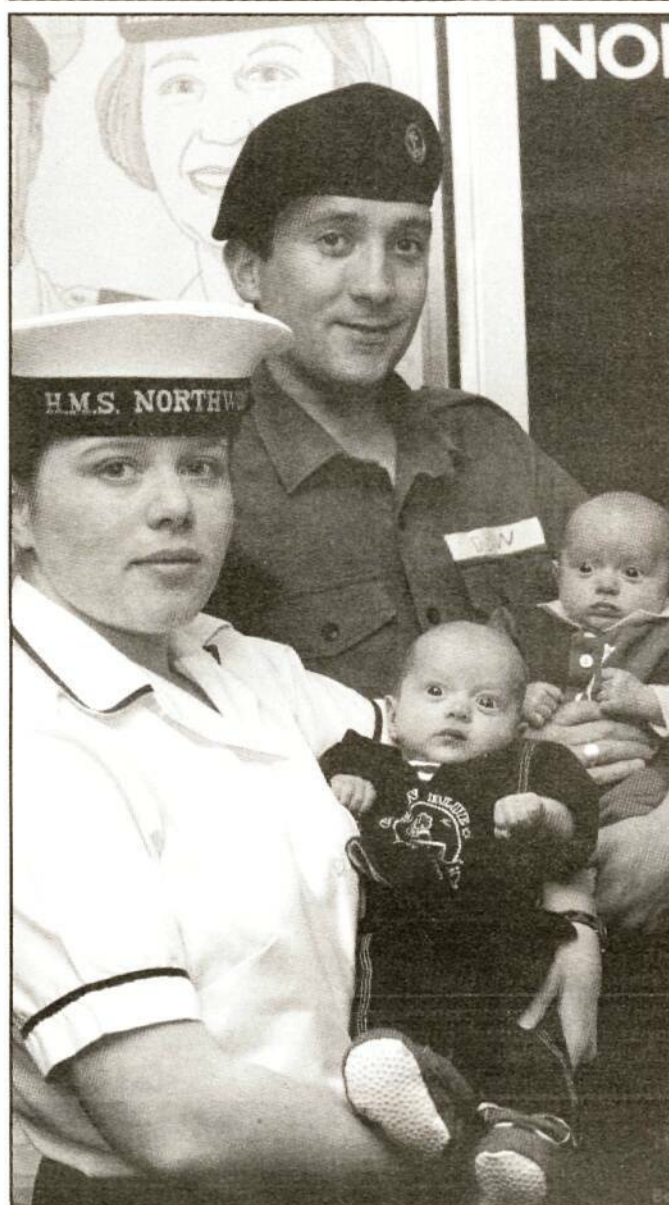
"We made arrangements to meet, but prior to that he required surgery," said Bill, who lives near Malvern in Worcestershire.

"I arranged to meet him in hospital after his operation, but he passed away on the Saturday, two days before our planned meeting."

The two met in 1946 when they enlisted in the Fleet Air Arm at the age of 17, and became close friends.

"He was always cool, calm and collected, with a permanent smile – he was a credit to the Service," said Bill.

'Keen to join? Come back in 16 years...'



● Potential recruits – Jeanette Sinclair-Gunn with Matthew and Derek Law with Matthew at the Royal Naval Reserve training centre at HMS Northwood.

Recruits at the double

A THIRD generation of one family has put in an appearance at HMS Northwood – but it will be a while before they can play a fuller role in the life of the reserve training centre.

Twins Daniel and Matthew, born in March, went along to Northwood with mum Jeanette Sinclair-Gunn, who joined the RNR in 1990 at the age of 18 and is now qualified as an Able Wren in the submarine operations branch.

Father Derek Law (32) is also a reservist at Northwood – as were Jeanette's parents.

Stella and Ian Sinclair-Gunn served between 1967 and the mid-1980s; Stella was a chief petty officer and Ian a petty officer, both in the communications branch.

Jeanette attended weekly training nights until just two weeks before the birth of the twins, and

has already returned to duty.

She has given up full-time employment as a purchase ledger supervisor with a mobile phone company to look after the boys, but still finds time to meet her annual training commitment to the Reserves.

"I've always enjoyed the challenging work and the social environment provided in the Reserves and hope to keep the family tradition going," she said.

Derek, who met Jeanette two years ago on a Reserves social trip to Belgium, is an electronic engineer for Kodak in Harrow during the working week, and joined the operations branch of the RNR three years ago.

It remains to be seen whether the twins will eventually join their parents and grandparents, but staff at Northwood are hoping to welcome them again officially in a few years' time.



● Emily Hazell

Trainee's recipe for success

TRAINEE chef Emily Hazell withstood the heat of competition – and came out of the kitchen with a prize.

Emily (25), from Keith, is currently undergoing consolidation training at HMS Sultan, the RN's School of Marine and Air Engineering.

She has won the Proficiency Cup for 1996, awarded to the trainee chef who achieves the highest marks in the Cookery craft Skills Phase of the Part III Chef's Course at the RN Cookery School at HMS Raleigh, Cornwall.

Emily was the best of 46 trainees, achieving 92 per cent in a course of four theory and three practical exams.

Once Emily has completed her training she will be joining her first ship.

Serving officers join veterans in Korea



● Veterans remember – pictured at the British Memorial in South Korea are (from left) AB Brian Cunningham (HMS Ceylon), LMEM Charles Murrin (HMS Comus), Lt Ian Clarke (HMS Peacock), LCK Stan Hudson (HMS Comus) and Ordinary Seaman Bill Bowmer (HMS Kenya).

Tribute to the fallen

BRITISH ex-servicemen and officers from the Hong Kong garrison have honoured those who died in Korea.

The British commemoration took place at the Gloster Memorial in Salma-ri, South Korea, where several RN veterans met the tri-Service group of officers.

A tour of sites where the fighting actually took place between 1950 and 1953 enabled the veter-

ans to share their experiences and emotions as they retraced their steps over the old battlefields with the officers.

Situated close to the present-day border with North Korea, the memorial marks the site where the men of the 29th Brigade and the Gloucester Regiment fought the Battle of Imjin River.

For the veterans of all three services, including former sailors from HM Ships Ceylon, Comus

and Kenya, this was the first time they had been in Korea since the war.

Lt Ian Clarke, Navigating Officer of Hong Kong patrol ship HMS Peacock, said: "It was a very humbling occasion meeting the veterans, particularly as I hadn't even been born when they were serving out here."

"I really felt extremely honoured and privileged to be taking part in such a moving ceremony."

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Helping Hands

Pilgrimage to Lourdes

TWELVE children and 16 helpers made up the Naval contingent of the 1997 Handicapped Children's Pilgrimage Trust journey to Lourdes.

The sun shone for the duration of the trip and as well as the religious aspects of the trip, which included a candlelight procession and musical mass, the children enjoyed swimming, a fancy dress party and donkey rides in the mountains.

Plans for the 1998 pilgrimage are already being made - so if you would like your child to be included or would like to volunteer to help, contact PO Gary Wright on 01752 605684.

International cycle is back on track

LT CDR Tony Brooks' epic international cycle ride in aid of the Salvation Army is back on track.

The last time *Navy News* heard from him, he was laid-up with dysentery in Pakistan, but the latest leg of his epic journey has taken him through the Himalaya, Karakoram and Pamir mountain ranges.

After replacing his long suffering cycle in Kashgar, he headed east along the edge of the infamous Taklamakan Desert, stopping at the Turfan Depression, the second lowest point on earth at 154m below sea level.

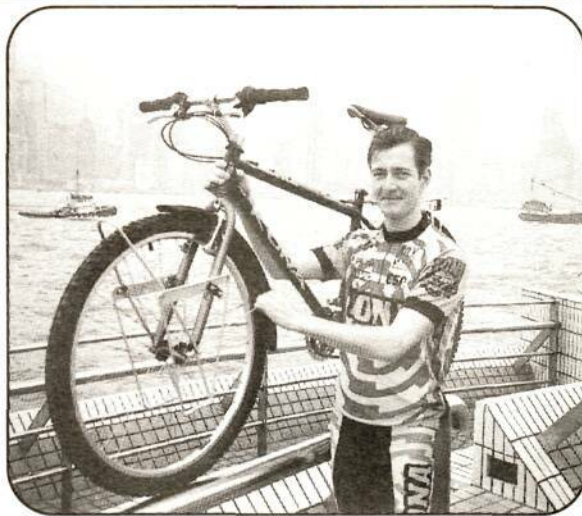
Another bout of illness warranted a visit to a Chinese hospital but he soon recovered and the next 2,000 miles to Beijing took him around the Gobi Desert, with much of his route alongside the Great Wall of China.

Reaching the Chinese capital

before the worst of the winter meant giving up rest days and cycling past many tourist attractions.

By the time he got to inner Mongolia, west of Beijing, daytime temperatures were down to minus 12C, and for the last two weeks he had to really push himself and covered 197km on the final day which took him to Tiananmen Square.

He spent the winter studying Russian in St Petersburg and has now resumed his journey after a spell in Hong Kong.



● Lt Cdr Tony Brooks by Kowloon Harbour, with Hong Kong's famous skyline behind him.

In brief

SEVEN men from HMS Liverpool ran from Faslane to the ship's namesake city to raise cash for needy children.

The team completed the 250-mile journey in four days and raised £1,000 for the Liverpool charity 'Kids in Need and Distress'.

They were Mid Mark Healy, S/Lt Joe Wood, PO Tim Lough, PO Lee Morgan, OM Paul Chandler, LWEM Arthur Daly and LS Cullingworth.

THE LADIES of Northwood SSAFA Committee have had another record-breaking year.

They raised £6,000 for the charity and presented the money to SSAFA President Vice Admiral Sir Barry Wilson at a special lunch at Admiralty House, Northwood.

THIRTY sailors from HMS Trenchant laboured under burning sunshine for three days to renovate a run-down school in Subic Bay in the Philippines.

The team, led by Lt Cdr John Gething and Coxn Andy Jeffery, completely refurbished the building, decorated the classrooms with cartoons and gave the roof a fresh coat of paint.

HMS SULTAN'S Lt Ed Tritschler and CPO Grant Blackburn raised £1,150 for the charity Cardiac Risk in the Young.

They were inspired by the tragic death of Nigel Foster, a former Sultan Sea Cadet, who died during training with the Royal Marines.

SWIMMERS at HMS Collingwood kept up a 24-hour relay in the pool to raise £700 for the Macmillan Cancer Trust.

And Collingwood staff raised another £300 for cancer research with a relay marathon which saw each participant running a mile before handing on the baton.

SALES OF HMS Sultan's yearly magazine *Pipeline* went towards a dialysis machine for the Children's Ward at Southampton General Hospital.

Pipeline Editor, Lt Andrew Shirley, visited the hospital to present a cheque for £300 with HMS Sultan's CO, Commodore Malcolm Shirley.

HMS PLOVER'S ship's company raised HK\$3,000 for mentally and physically handicapped children in Hong Kong with a 13-mile trek around Plover Cove.

The event was organised by Plover's Executive Officer, Lt Dave Ward, and the money was presented to Mrs Irena Daiko by the CO, Lt Cdr Gary Sutton.

SOUTHAMPTON'S respite care and disabled holiday centre at Netley Abbey is more than £800 better off thanks to Lt Rob Goodbourn and CCWEA Paul Heanes.

The men, from Captain Weapons Trials and Acceptance, collected the money from sponsors after completing the London Marathon.

A PARTY in aid of the Portsmouth Macmillan Nurse Appeal is being held at The Victory Club, HMS Nelson, on July 18. For tickets, call Wendy Crabtree on Portsmouth 01705 286000 ext 2020

'Jailbreakers' harboured



NAVY warships in Plymouth and Portsmouth harboured two 'jail-breakers' from Dartmoor recently.

Lyn Andrews and Paula Cartwright were visiting as many ships as possible in one day to raise cash for children with cerebral palsy and had their cards stamped by 16 in Guzz and 21 in Pompey.

They are pictured with sailors from HMS Battleaxe, just before the ship was handed over to Brazil.

Torbay to make holiday dream come true

SUBMARINERS from HMS Torbay are well on the way to making five-year-old Jake Davies's dream come true.

The Plymouth youngster has been critically ill with spinal muscular atrophy but is now looking forward to the holiday of a lifetime at Disneyland in Florida.

Torbay heard how ill Jake had been from LSTD Brian Pinder who is a friend of Jake's mum, Tracey, and since Christmas, the ship's company have raised more than £2,000 towards the cost of the holiday.

Seven submariners climbed the equivalent height of Mount Everest - over 29,000ft - by going

up and down a seven-foot ladder between the decks.

Guilders

It took LSTD Pinder, LS Phil Spriggs, AB Lewy Lewis, LS Ted Coles, Cox'n Robbie Roberts, Lt Cdr Jim Healey and Lt Doug Richardson 24 days to clock up distance while the boat was on exercise.

After putting in at Den Helder in the Netherlands, all the submariners in Torbay donated



● LSTD Brian Pinder, the first 'climber' to reach 29,000ft

their left-over guilders to help boost the fund even further.

PO Reggie Perrin raised another £100 by running in the Plymouth Half Marathon and when LSTD Pinder wrote to Virgin Atlantic they offered the family free flights.

The submariners are still busy raising £500 to send Jake on holiday by the end of August.

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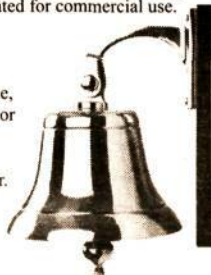
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Sailors and abseilers

THE THOUGHT of being thrown off the bridge wing of HMS Ark Royal and paying upwards of £100 for the privilege may not be everyone's idea of fun.

But over 300 people did just that in a sponsored abseil that raised more than £65,000 for the Anthony Nolan Bone Marrow Trust.

The ship was delighted to be of service for such a worthwhile cause and up to 15 people an hour made the drop during the event at Portsmouth Naval Base, which raised twice the amount the organisers were hoping for.

Outstanding

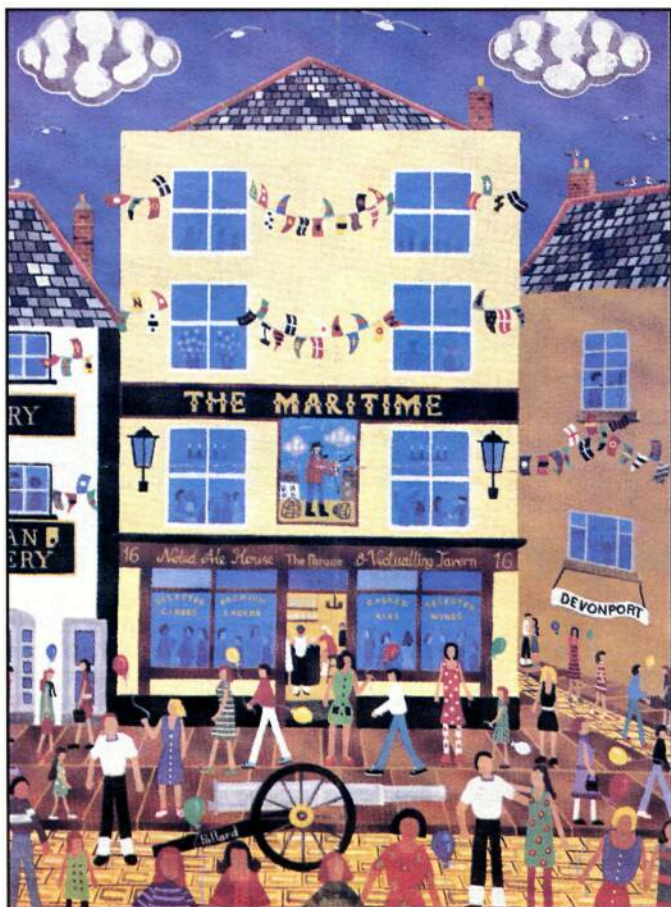
Steve Saunders, the Trust's South East Area Fundraising Manager, said: "The whole event was an outstanding success, the culmination of ten months' hard work."

"The Royal Navy, and in particular HMS Ark Royal, couldn't have done more to support the event. They were fantastic"



● Sailors and abseilers gather under the bridge wing of HMS Ark Royal. The event raised over £65,000.

100 years at the Tournament



PLYMOUTH artist Brian Pollard produced this amusing oil painting 'The Maritime' for use as a poster to promote the Public Runs of the Devonport Field Gun crew.

The team assembled with limber and gun outside the well-known pub on The Parade to launch their bid to retain the championship in the Royal Tournament's key contest this month.

Support on the first of the runs also came from stars of TV's 'Gladiators'.

This month they will be at Earls Court doing battle with teams from Portsmouth Naval Base and the Fleet Air Arm on the 100th anniversary of RN participation in what was originally titled the Grand Military Tournament and Assault at Arms.

The origins of the famous Field Gun Competition were in the Boer War, when the Navy was called in to help with the relief of Ladysmith.

General Sir George White, the British Commander in Natal, signalled the cruisers HMS Powerful and HMS Terrible, at anchor off Capetown, for help with long range guns. Capt Scott of the Terrible was a gunnery expert and quickly designed a carriage that could take 6 inch, 4.7 inch and 12pdr naval guns in transit and in action.

All the guns and equipment were transported to Durban by HMS Terrible and then manufac-

tured at Durban Railway Workshops. Then the Naval Brigade, as it known, of 280 officers and men with two 4.7 inch guns, four long range 12 pdrs and four Maxim machine guns took train from Durban to Ladysmith.

On arrival, the guns managed to hold the Boers at bay, so a request was put in for a second Naval Brigade.

They set off on 6 November 1899, supporting General Redvers Buller's push towards their beleaguered comrades. This time the railway could not be used and the sailors had to manhandle the guns over difficult terrain and into action in many different engagements, eventually reaching Ladysmith after 120 days of blockade.

The relief was greeted with great jubilation in Britain – and Queen Victoria sent a telegram to the Naval Brigade thanking them for their invaluable assistance.

The Royal Military Tournament of 1900 held in the Islington Agricultural Hall featured men from HMS Powerful parading one of their guns. This proved popular and eventually in 1907 a competition replaced the parade and the three depots of Portsmouth, Chatham and Devonport provided the teams at the new venue of Olympia.

The two World Wars 'stopped play' and in 1950 the Tournament moved to Earl's Court, by which time the Fleet Air Arm had also joined in.

Firework finale

VISITORS to this year's Royal Tournament at Earls Court from 15-27 July will have the chance to ride on a simulated rigid raiding craft, steer a submarine and operate a frigate control room.

Special overseas guests are a tribe of 60 Maori warriors and dancers and the show will feature more pyrotechnics and special effects than previous years – culminating in a spectacular indoor firework display.

Tickets are available from the box office on 0171 244 0244 at £5, £11.50, £19 and £25.

Summer show for submarine 'pirates' Jolly Roger flags

ON DISPLAY for the summer season are some of the RN Submarine Museum's most treasured artefacts – the 'Jolly Roger' flags flown by boats in both world wars.

The story of these (strictly unofficial) flags used to record a submarine's tally of kills and customarily flown on return from a successful patrol dates back to 1914 when Lt Max Horton (later Admiral and C-in-C Western Approaches during World War II) was in command of the submarine E9.

He was the scourge of the German Battle Fleet attempting to shelter out of harm's way in the Baltic and raised the black flag of piracy after sinking the cruiser Hela.

This was perhaps a response to Admiral Sir Arthur Wilson's famous comment in 1900 that "all submariners captured in war should be hanged as pirates". . .

The idea caught on and a code developed to denote various actions – a red bar to denote a warship sunk, white for a merchantman, a crossed U for an enemy submarine.

Other patches included stars for gun actions, torches and light-houses for marking beaches for invasion forces – but each 'Jolly Roger' was unique to an individual submarine. Some were sewn by nuns in Malta during World War II but most are crude affairs, made by the crews.

Some designs are peculiar to a special event. The crossed tin openers on HMS Proteus's flag depicts the occasion when, unable to dive to conduct a torpedo attack, her CO turned bows on to her assailant, the Italian destroyer Sagittario – and ripped her open with his foreplanes!

Scarlet pimpernel

HMS Sybil's Jolly Roger bears a small red flower, a scarlet pimpernel. This was occasioned by the recovery of a French agent, a woman, who instead of delivering the recognised password recited the famous lines from Baroness Orczy's book: 'They seek him here, they seek him there'.

Other emblems include aircraft, railway engines, lifebelts, railway bridges, mines and an Ace of Spades.

Perhaps the most dramatic artefact on display is the Jolly Roger of Captain 'Shrimp' Simpson, Captain 'S' of the Tenth Submarine Flotilla at Malta.

The 'Fighting Tenth' so savaged Rommel's supply lines across the Mediterranean that half of his reinforcements of men and materiel failed to arrive. A heavy price was paid for this success – which had a significant effect in the outcome of the desert campaign – as at one stage only ten out of 20 submarines were returning from patrol.

Among the losses were Wanklyn in HMS Upholder – the most highly decorated RN officer of the war.

Simpson's Jolly Roger has spent the past 50 years in New Zealand, where he settled as a farmer. It was presented by his son Rodney to the NZ branch of the Submarine Old Comrades Association who have now presented it to their museum.

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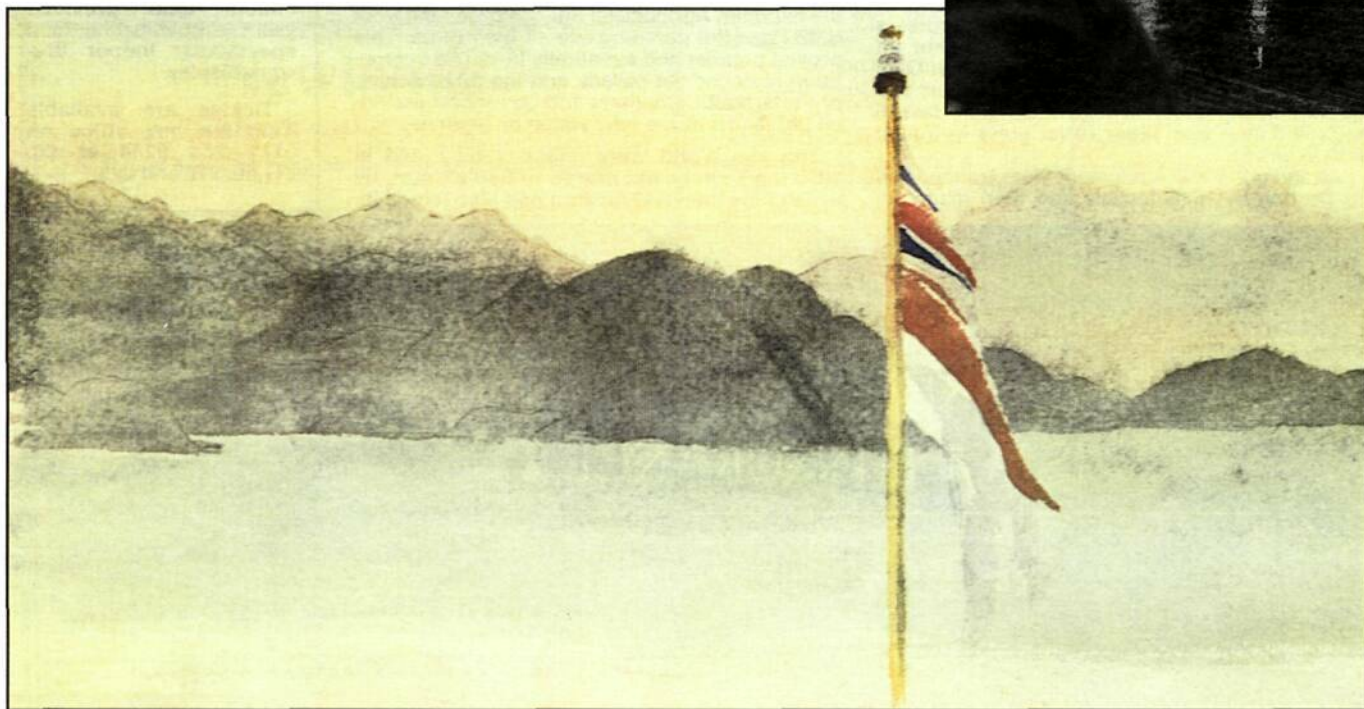
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Royal reflection on a symbol of high standards



'Double Haven Bay, Hong Kong from HMY Britannia' (left) is a limited edition signed lithograph by Prince Charles sold in aid of The Prince of Wales Charities' Trust (see ad on page 21). In the book HRH The Prince of Wales Watercolours (subscribers receive a complimentary copy) he writes: 'Having been brought up with the Royal Navy in my blood – both my great-grandfathers, my grandfather, my great uncle and my father all served in it – and having spent a considerable time on board the Royal Yacht Britannia at the age of five, before serving in the RN myself – the White Ensign has a peculiarly romantic association for me.'

"To some, in the past, I dare say it struck fear into their hearts. To others, it must have symbolised hope, release from slavery and oppression, the protection of fragile democratic rights or the freedom to go about their lawful business upon the seas."

"To me, it is a potent symbol of those high standards to which the Royal Navy still adheres in a world where such standards are increasingly difficult to maintain."

"The White Ensign is also rather enjoyable to paint, even if it never stops flapping about and is impossible to capture in one position. On this occasion there was a beautiful sunset over the distant Chinese hills and the White Ensign was flapping gently to and fro in the soft breeze. The whole scene was gloriously peaceful and I found it impossible to resist the urge to capture this atmosphere."

The best-known period in the Prince's naval career was, of course, when he had command of the minesweeper HMS Bronington, now on permanent display at Manchester.

HMS Bronington, a tribute to one of Britain's last 'wooden walls' and a celebration of the Ton Class as a whole, has been edited by the Prince's First Lieutenant in Bronington Capt Roy Clare and is available from *Navy News* at £4.95 (see ad on page 21).

● Above: Prince Charles frequently joked that the rigours of command had aged him – and when he left the ship on 15 December 1976 his ship's company duly sent him off in a wheelchair...

WHITE ENSIGN ~ RED DRAGON

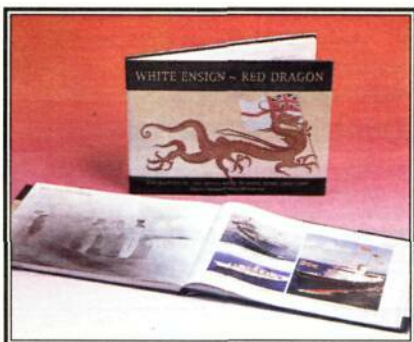
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New twist in Dasher's tragic tale

ON 27 March 1943 the converted aircraft carrier HMS Dasher blew up and sank on the River Clyde between Ardrossan and the Isle of Arran with the loss of 379 young lives.

Eyewitnesses claimed to have seen an aircraft crash on landing and this is the official version – but John and Noreen Steele, in a revised edition of their book *They Were Never Told – The Tragedy of HMS Dasher* (Argyll Publishing £14.99) now suggest the possibility of sabotage.

Apparently a well-spoken civilian workman, leaving an indecipherable signature, had drawn the keys to the bomb room four days earlier – where they were found on the floor of the lobby under a ball of cotton waste...

The new edition includes many more statements from those caught up in the disaster and a full examination of the Board of Inquiry report.

Liners lost in the wars

Wartime Disasters at Sea (Patrick Stephens £19.99) by David Williams provides a comprehensive record of passenger ship losses during the world wars, including those not engaged in war duties, from the Kaiser Wilhelm der Grosse on 26 August 1914 to the Christian Huygens 31 years later to the day, tragically sunk by a mine two weeks after hostilities ended.

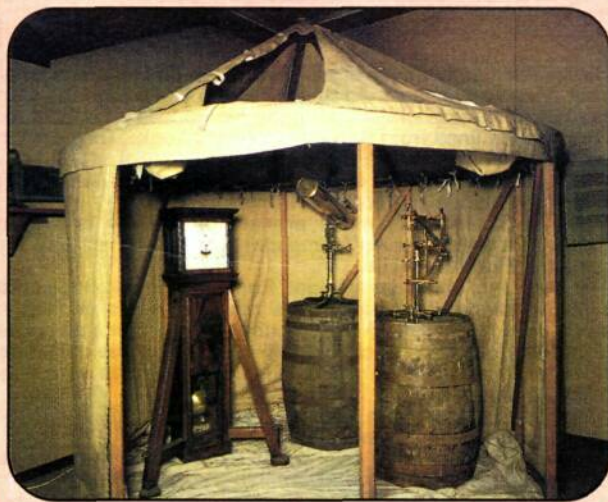
Passenger ship losses during these conflicts accounted for 8m tons and more than 50,000 lives and included the world's worst ever maritime disaster, the sinking of four German refugee ships in the first months of 1945 in which over 22,000 died.

Cook's eyes for detail

THE REPLICA of Capt Cook's HM Bark Endeavour, currently sailing around the UK, owes much of its authenticity to maritime historian Antonia Macarthur. Endeavour – The Story of the Ship and Her people (HarperCollins £9.99), illustrated with photographs of the replica and contemporary paintings, charts and drawings – many of which feature in the exhibition at the National Maritime Museum – follows it from its commissioning as a vessel to enable the study of the transit of Venus, through its momentous voyage of discovery to its return to England in 1771.

Shown here is a reconstruction of the observatory tent used on Cook's second voyage, from 1772-75 which forms part of the exhibition at Greenwich.

Endeavour's observatory was similar but had wooden rather than canvas walls. The regulator clock (left) made by Shelton and 12 inch astronomical quadrant by Bird (right) were taken by Cook on one or more of his voyages and the 2ft focus Gregorian telescope by Watkins (centre) is similar to those he carried.



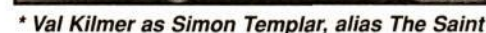
At Your Leisure

"The spread of flooding through

● *HMS Victoria firing one of her 16.25in guns. Note the vast cloud of smoke and the disturbance of the sea from the blast.*

Though the story of its famous voyage is well-known, Shackleton's Boat (Neville & Harding £20) by Harding McGregor Dunnett is the first comprehensive history of the boat itself and its remarkable survival after many years of neglect to become a memorial to one of the 20th century's most famous voyages and perhaps its greatest explorer, who took part in four South Pole expeditions and never lost a man.

The fact that **The Saint** is now played by an American (Val Kilmer) might upset the purists, but since the plot requires him to be almost continuously in disguise, speaking in about 12 different accents, the matter of his nationality



encases a will of steel.

Incidentally, to answer seriously the question in the opening sentence, Charteris died in 1993 aged 87. From what one reads of him, he may not have appreciated Val Kilmer but he would certainly have approved of Ms Shue.

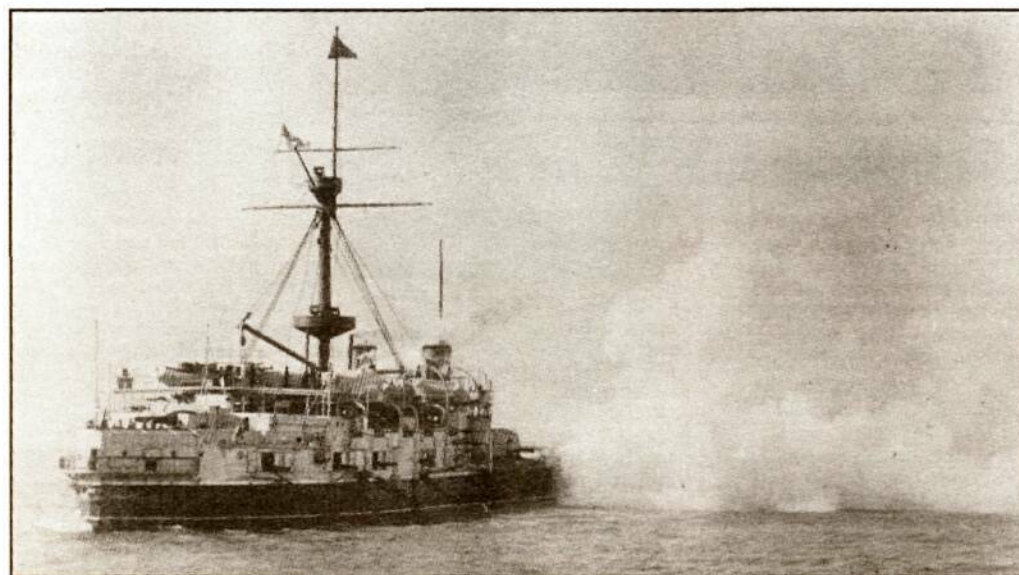
The latest Clint Eastwood movie makes for an interesting cross reference to **The Saint**. In **Absolute Power** Clint also plays a burglar with scruples, a cracksmen who, it seems, can open a safe just by glaring at it, and who likewise has a

The film begins with a long wordless breaking and entering sequence, shot in the sort of natural lighting (ie, almost total darkness) that does not transfer well to videotape. In the course of this lengthy Eastwood witnesses a killing and from that point the plot sets out on a course which leaves plausibility, let alone conceivability, floundering in its wake.

The tone is a mixture of the light-hearted and the occasionally grim, while the dialogue, as is now customary, includes various wry references to the aging Clint's waning virility. The cast is outstanding especially for admirers of the laid-back style, with Gene Hackman, Ed Harris and Eastwood himself demonstrating what "effortless" acting is supposed to look like.

Judy Davis, on the other hand, offers a compare-and-contrast performance as a Secret Service agent who seems to have wandered in from an episode of *The Naked Gun*.

– Bob Baker



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Officer promotion system streamlined

STREAMLINING of the officer promotion board system is being introduced in preparation for the new three-tier commission set-up due to take effect in just under two years' time.

The number of boards that a candidate for promotion has to sit is being reduced from three to two – a preliminary board and a final selection board; and the rank levels of board member-

ship and the administrative load is being reduced.

Lists and six-month seniority batches are being abolished, and promotion zones are being extended.

It has been assessed that the current structure would be overloaded by the number of officers eligible for promotion or for transfer to longer commissions under future changes.

The three-tier plan has been designed

to enable all officers to progress on the basis of equal opportunity and merit. All new entry officers will join on an initial commission (IC), similar to the present short career commission (SCC).

They will then be selected to transfer through the next two stages – the career commission (CC) and the full-term commission (FTC), which equate broadly with the current medium career (MCC) and full career commissions (FCC).

Changes in the boards for promotion

to commander were introduced last month. The others up to and including captain will change in June next year.

The principle of substantive one-star rank – Commodore or Brigadier RM – was introduced on July 1, but the first substantive promotion selections will not be made until 2001 for commodore and 2000 for brigadier.

Flag rank promotion systems will not be altered. DCI RN 76 & 136/97

New blow-up decoy for RN warships

A NEW inflatable decoy is to equip Royal Navy frigates and destroyers. Dubbed Outfit DLF(3), the passive off-board decoy and launching system is for use in the "seduction" role against enemy weapons and has a tactical application to distract and confuse.

Making up for lost time

MARINE Engineering branch development has left too little time for ME artificers involved to gain their certificate for advancement to Acting PO.

The reason is given as a longer than expected artificer qualifying course and the cross sub-branch fixed timescale for acting leading hands, leading hands and acting POs.

To ensure that General Service MEAs are not disadvantaged, the marine engineer officer-of-the-watch certificate – necessary for advancement to acting petty officer – will, with immediate effect, be required for confirmation as POMEA. DCI RN 75/97

In action, the decoy is launched close to the ship and supports an array of corner reflectors made from metal coated net which reflects radar transmissions. It gives a radar reading of a size similar to or greater than the ship.

When fired, the decoy round is ejected from the launch tube by compressed air released from an attached gas cylinder. The decoy's internal gas system is activated by a lanyard which inflates the structure.

Another lanyard attaches the structure to the ship until it is fully inflated. After a short delay, line cutters sever the lanyard, allowing the decoy to float freely down the side of the ship. An automatic mechanical cutter will deflate the decoy several hours after launch.

Two decoys attached to each

other by a tether, can be launched together, the double effect serving to distract and confuse.

Launch tubes will be mounted on the upper decks or on sponsons. The decoys can be fired from a control panel next to the tubes or remotely from the ship's operations room. DCI RN 72/97

Discovery in lottery

ROVER Group cars and cash prizes totalling £2,000 are being offered as prizes in SSAFA Forces Help Three Car Draw this year.

Top prize is a Land Rover Discovery TDi, second prize is a Rover 214i, and third is a Rover 1.1i. They are being sponsored by Natocars of Bridgewater and the Rover Group.

The sale of 25p lottery tickets will help to cover the extensive running costs of the Sailors', Soldiers' and Airmen's Families Association. The organisation is hoping that this year's draw will double the £60,000 raised last year.

In one year alone, SSAFA Forces Help's 7,000 trained volunteers supported families on 85,000 occasions with friendly, confidential help and advice.

Commanding Officers are being asked to support the draw by nominating a lottery officer to order and sell tickets, available from SSAFA Forces Help Central Office, 19 Queen Elizabeth Street, London, SE1 2LP (0171 403 8783 ext 246). Tickets will be drawn on December 12.

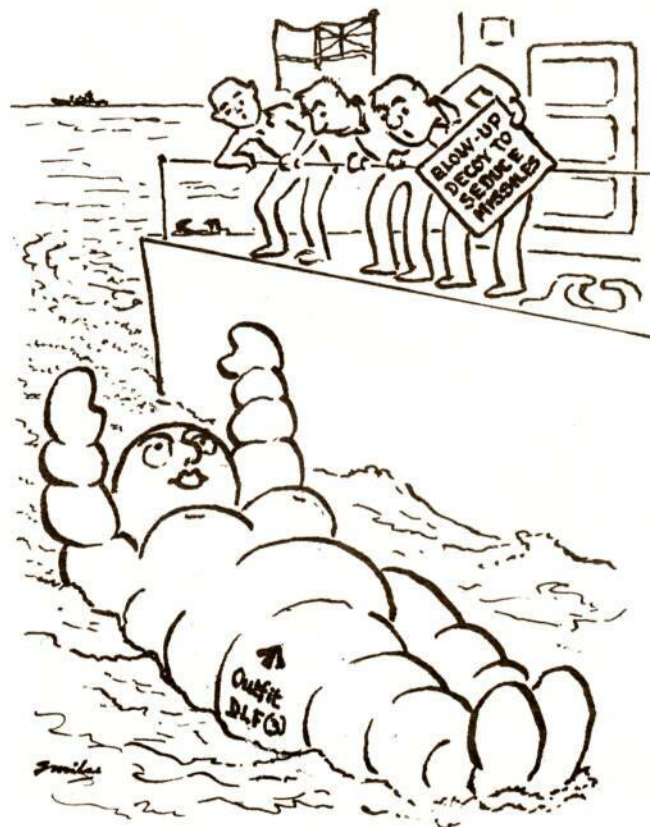
DCI Announcement May 9

Alex takes supply prize

THE MOST outstanding officer on the 1996 junior supply officers' course at HMS Raleigh was Lt Alexandra Jane Watts, Supply Officer to Commodore Minewarfare and Fishery Protection.

For that achievement she won the Gedge Medal. She also won the Worshipful Company of Chartered Secretaries' and Administrators Medal for achieving the best results in the simulator, combined with the best secretarial and law exam results.

The Lyddon Shield for the officer demonstrating outstanding potential went to Lt Richard Hendy, Supply Officer of HMS Bulldog. DCI RN 54/97



Training begins for dual-skill 'droggies'

TRAINING is under way for officers of the new Seaman specialisation which will combine survey skills with those of meteorology and oceanography. The new X(HM) specialisation will replace the previously separate hydrography and METOC tasks.

The first newly designed, 22-week career course for X(HM) officers began in May, and the first six-week module course will begin in September for officers appointed to specialist oceanographic jobs.

From the middle of next year there will be 11-week career courses for those not taking the Principal Warfare Officer route. Selected officers from that course will undertake a 12-week surveying module course.

X(HM) officers form a new warfare specialisation designed to support the Command with advice which will enable exploitation of the environment to tactical advantage.

Officers with the combined

skills, once they are matched with Operations ratings – a specialisation which is under review – will more than substitute for separate Hydrographer officers ("droggies") and METOC officers.

It is recognised that at first, newly trained junior X(HM)s in the Fleet at first will not have the deep knowledge of METOC and senior Hydrographer officers, but they will have the skills to provide safe environmental support in specific areas such as aviation weather forecasting, and basic oceanography and data collection for surveys and amphibious operations.

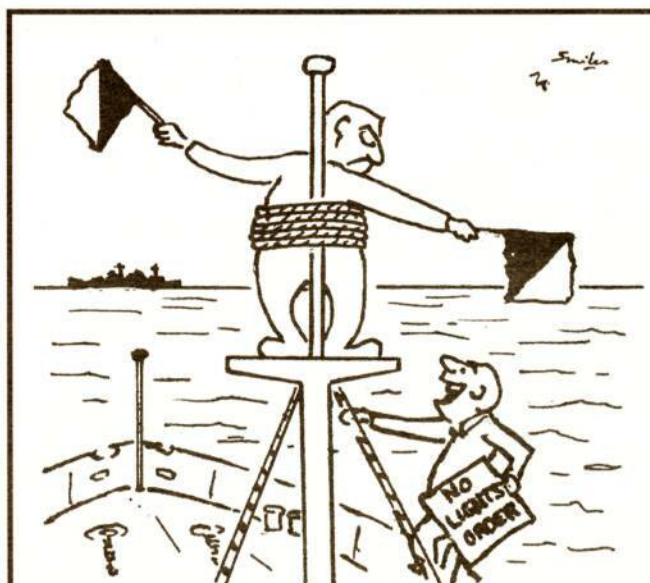
Once fully trained, experienced X(HM) officers will have a full range of surveying and METOC skills as well as a greater awareness of "pan-environmental" impact on the full range of ships, submarines, aircraft, sensors and weapons.

The projected requirement for X(HM) officers is 155 in 2006, compared with the present 96 METOCs and 66 hydrographers – an overall reduction of seven.

DCI RN 181/97

Fuel pact

A NEW fuel exchange agreement between the RN and Royal Australian Navy has come into force, allowing exchanges of diesel and aviation fuel on the basis of repayment in kind. A similar agreement already exists between the Royal Navy and the Dutch navy. DCI 77/97

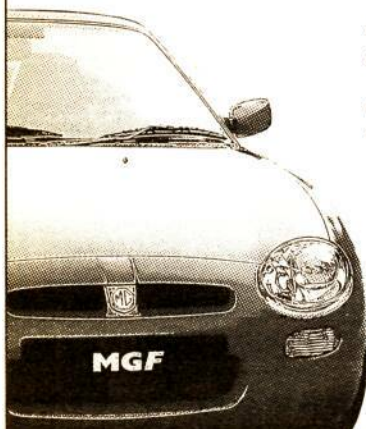


Lights out at masthead

MASTHEAD flashing lanterns and morse key units which equip ships of the Royal Fleet Auxiliary are to be removed as obsolete. Although a familiar maritime visual signalling system, they have not been used at sea "for some considerable time". DCI Announcement, May 23

This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, study the full, original text.

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Iron Duke smooths the way with Ivan

HMS IRON DUKE paid a five-day visit to Russia's main naval base of Severomorsk last month – the first British frigate to do so since World War II.

Last RN call at the headquarters of the Northern Fleet near Murmansk was by the submarine HMS Opossum in 1993.

The Type 23 frigate's visit was part of an ongoing programme to foster closer defence relations between the UK and countries of the former Soviet Union and central and eastern Europe and coincided with the birthday of Tsar Peter the Great, the founder of the Russian Navy who studied shipbuilding at Deptford.

It followed three successful high profile visits by HM ships to St Petersburg – by HMY Britannia and HMS Glasgow in support of the Queen's state visit in 1994; by HMS Chatham for the Russian Victory Day celebrations in 1995; and by HMS Cornwall for the 300th anniversary of the Russian Navy last year.

The RN now hopes to establish contacts with the Russian Navy on more of a working level.

Visits to Severomorsk also provide the opportunity to renew links made with local people by the British convoys through the Arctic during World War II.

During the Iron Duke's stay, members of her ship's company visited British war graves and took part in a full programme of social and sporting events. These included a concert by the Russian Navy and visits to local sailors' homes.

In return, each mess hosted parties for Russian sailors from the base and their families and the ship was open to visitors.

Included in the programme was a visit to the ship by the Commander of the Northern Fleet, Admiral Oleg Yerofeev.

On leaving Severomorsk the Iron Duke exercised with units from the Northern Fleet and transferred Russian and British personnel between ships via rope jackstay – the first time this had been attempted between ships of these navies.

Meanwhile HMS Richmond has been visiting Vladivostok – see page 17.



● Main picture: LWEM Andy Rattray welcomes one of his Russian counterparts on board HMS Iron Duke at Severomorsk. Inset: the Type 23 frigate's Commanding Officer Cdr Christopher Bryning greets the Flag Officer Sea Training to the Northern Fleet, Vice Admiral Biyarkin.

Big lift for Manchester



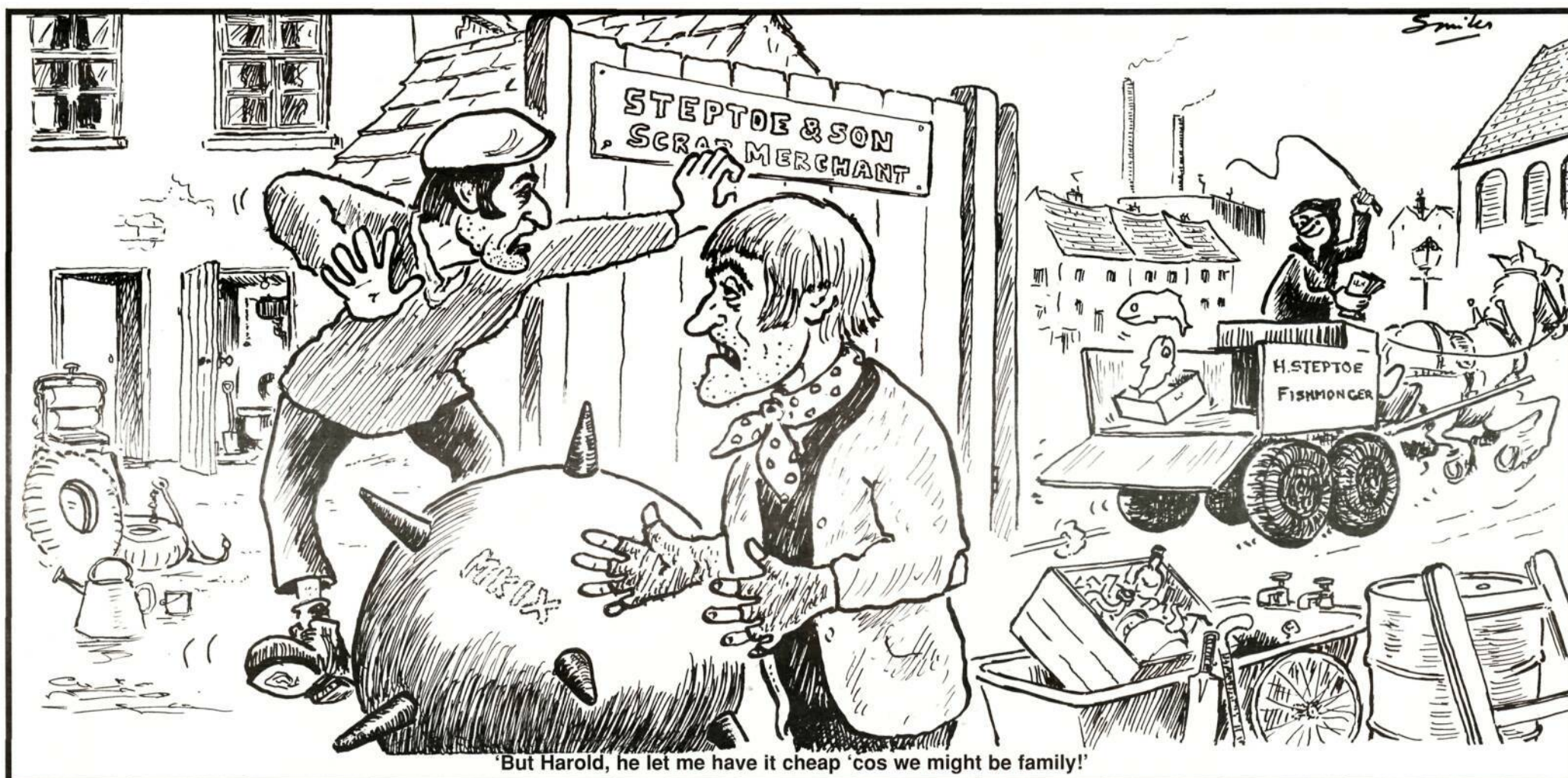
TWO DAYS before HMS Manchester left Portsmouth for Liverpool, her base for a week-end visit to her namesake city, a team of runners headed north to raise money for local charities there.

Two of them later met the Lord Mayor of Manchester, Cllr Gerry Carroll – with a big lift for his appeal fund.

F85 alive!

ALMOST a year after entering a multi-million pound refit HMS Cumberland has sailed again for two months of intensive sea trials. The Devonport-based Type 22 frigate has been conducting engineering trials of her mechanical, weapon and sensor systems after what may be described as her first major MOT since being built in the late 1980s. Her programme includes a visit to her affiliated county of Cumbria after sonar trials in Scotland. She will be re-dedicated in September.





NEWSVIEW

Committed to a stable force

WHETHER or not, as a result of the new Government's Defence Review, the Navy retains all its current overseas commitments, its commitment to influence on the world stage will remain.

It is a commitment that has been amply demonstrated over the past few weeks and months, with some of the biggest RN deployments and exercises east of Suez for many years – such as Muka Wave, which hit the spot with sterling support from Malaysian forces over 40 years after the RN was engaged in the same area during the Malayan Emergency.

Long-term stability for the Navy is a vital pre-requisite in a world where, increasingly, short-term instabilities seem to be the order of the day. Unless we want a future in which instability is more of a long-term prospect.

China sailors of a different stamp

THE CHINESE movie that tells the story of Britain's acquisition of Hong Kong doesn't pull any punches in portraying the darker side of colonial history.

In point of fact almost every western power had a piece of China in the 1800s, a situation that led to the Boxer Rebellion at the turn of the century and the siege of the legations in Peking – which the Royal Navy had a large hand in relieving.

It has to be said that the problem was partly of China's own making. Determinedly insular for centuries and internally corrupt, China under the Manchu dynasty – itself imposed by a foreign power – was wide open for exploitation.

But the Navy's presence in Hong Kong had an immediate and salutary effect in combating an evil that the moribund Chinese administration had been powerless to address – piracy.

One of the most infamous pirates based there between 1806 and 1810 was Cheung Po Tsai, who from a fortified lookout post on Victoria Peak directed the operations of no less than 270 fighting junks and 40,000 men. Unable to defeat him, the Imperial Government actually paid him a huge bribe to keep the area quiet on its behalf.

Then the Navy arrived – and within a few years the pirate scourge, while never entirely eliminated, was much reduced.

After a running battle in 1849 in which the entire fleet of another buccaneer, Chui Apoo, was destroyed, grateful merchants presented each RN captain involved with a suite of plate worth £200 – an enormous sum in present day values.

For another century and a half the Royal Navy helped provide the security under which trade by merchants of all nations could take root in Hong Kong and make it the powerful commercial centre it is today.

In recent years piracy and smuggling in the Far East have resurfaced – as vicious and bloody as ever and with the advantage of fast boats and automatic weapons.

It is a problem that affects every maritime nation operating on its lawful occasions in these waters. Let us hope the local authorities will address it with the same vigour shown by so many generations of RN 'China sailors'.

NEW REVIEW SEEKS LONG-TERM STABILITY

Sounding out the way ahead

LONG-TERM stability for the Services is a main aim of the Government's Defence Review, Armed Forces Minister Dr John Reid has told *Navy News*.

During a visit to the HQ complex at Northwood – his first official visit as a Minister – Dr Reid said he well understood the instability that the Services had been through over the past ten years. "We have now ended up short of sailors, soldiers and air personnel," he said.

"It has had an indirect effect on morale and on recruitment, and therefore one of the things we are seeking out of this Defence Review is long-term stability. We do not want the next five or ten years to be spent on the yearly, ad hoc, Treasury-led cuts and changes that have marked the last ten years."

He said the review would not be a cost-cutting exercise and would be led by foreign policy. But he gave a strong indication that any changes would be within the bounds of the present budget, and that if resources could not be matched to commitments, then the commitments may not be met:

"The assumptions we would use would be the present assumptions of expenditure, and within that we then have to see what foreign policy commitments can be met. If we come to the conclusion that the commitments far outstretch the resources available, it's obvious that we have to go back and say we can't meet those commitments."

"But we will make every effort to so configure our forces within

the existing budgets, that they match foreign policy guidelines. We will have to consider our roles, our capabilities and our commitments."

Dr Reid said that the Government had pledged to maintain Britain's nuclear deterrent and to make membership of NATO the cornerstone of the country's defence.

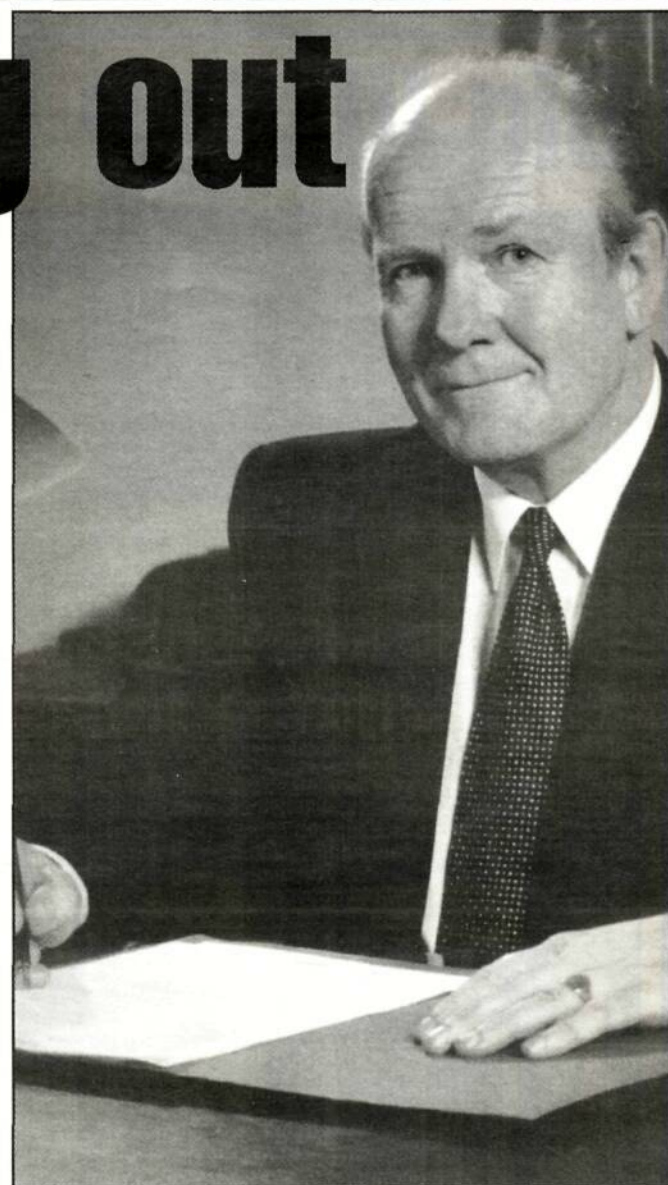
And: "The Navy – the Senior Service – will continue to play a major part in any future configuration of the British Armed Forces, for there is no other way we can go as an island."

However, he could not "ring-fence" any individual project, such as replacement carriers and aircraft for the Navy. Neither he nor anyone else knew in advance of the review what the conclusions would be. Speculation that the Government had already decided on certain changes was false.

"This is a genuine exercise in concentration and rational analysis," he said. "We are approaching it in the same way as the military approach a task."

He said the first stage would take place at Secretary of State level where foreign policy aims would be defined. The second phase would form the Ministry of Defence's study of role, costings and value, etc.

Dr Reid said a panel of experts would form a "sounding board"



● Armed Forces Minister Dr John Reid: "We do not want the next five or ten years to be spent on yearly, ad hoc Treasury-led cuts."

and would comprise military representatives as well as academics, industrialists, foreign affairs specialists and those from the intelligence community. Their views would be conveyed by submissions to ministers and, perhaps, through symposia and seminars.

Ultimately, any changes would be a decision of the whole Cabinet, not just MOD.

If Dr Reid's pledge that the Ministry will be less secretive bears fruit, the review process and issues will be more open to public view than some previous rounds of changes.

"In the past, MOD has been slightly secretive and has been

reactive rather than pro-active," he said. "We have tended to close down rather than open up, and we've hidden our light under a bushel. Yet we have a good story to tell – I have no doubt of the amazing contribution that the Armed Forces make to British society at home and to our standing in the world abroad."

He said MOD's plan was to foster the relationship between the Armed Forces and the civilian community. In addition, all MOD employees would be involved in the Ministry's objectives which would be contained in a mission statement that was currently being prepared.

IT WAS a big day in Japan for the Royal Navy as three ships were berthed together at the dockside in Toyko, writes Paul Parrack.

The Portsmouth-based trio comprised the biggest of British warships, HMS *Illustrious*, the oldest sea-going RN ship, HMV *Britannia*, and one of the newest to join the Fleet, the Type 23 frigate HMS *Richmond*.

With Princess Alexandra on board, the *Britannia* was dressed over all with celebratory flags as *Illustrious* passed under Tokyo's Rainbow Bridge.

Her Sea Harrier fighters and Sea King helicopters ranged on display and her ship's company in their white tropical uniforms lining the decks for ceremonial entry, she was slowly manoeuvred into position to come alongside the Royal Yacht.

On the quayside to greet her were senior officers of the Japanese Maritime Defence Force and a band. Sharing the musical honours, a lone piper played on the carrier's ramp and a RM Band paraded aft on the flight deck.

HMS *Richmond* moved on further up harbour to berth near the destroyer *Shirane*, her host ship for the visit – and the Japanese band doubled up smartly to be on the spot to ensure that she too received musical greetings.

Illustrious and *Richmond* are part of the 20-strong Task Group deployment, Ocean Wave 97, operating in Asian and Australasian waters. Since leaving the UK in January they have been involved in goodwill visits to countries throughout the Middle East, the Indian sub-continent and SE Asia, carrying out a wide range of maritime and air exercises at sea with the armed forces of these regions (see also centre pages).

A few hours after being joined by her two sister ships, the Royal Yacht departed to follow an itinerary of yet more port visits in the area, before her main Far East task at the end of June, as headquarters and home for the Prince of Wales in Hong Kong for the handover of the British colony to China.

Meanwhile the sailors of *Richmond* and *Illustrious* got down to some serious sightseeing in and around Tokyo – a huge, bustling city with a population of twelve-and-a-half million.

Prices in downtown Ginza were not cheap – although Japanese food could be found at a reasonable price and there was always a MacDonalds around the corner...

With Japanese signs not easy to decipher, finding the way around town was not easy, but the local people were always willing to help, pleased to try out their English on their visitors.

Away from the noise of the city streets there were tranquil gardens to relax in – such as the Hama Rikyu Gardens, former private game reserve of the Tokugawa Shoguns, close to the berthing area.

While good use was made of the excellent bus service and sailors became adept at negotiating the metro system (famous for the official people-pushers who cram the commuters in the trains during 'rush hour'), a pleasant way of seeing some of the city was to take a boat ride up the Sumida River.

Two other very popular venues were the perfect volcanic cone of Mount Fuji – a two hour ride on the "Bullet" train – and, for something of a contrast, the Tokyo Disneyland, a near replica of the American parks.

After an all-too-short two-day stay, HMS *Richmond* headed out for colder climes, bound for Vladivostok and what promised to be the most unusual and intriguing visit of the whole deployment.

At dawn, on a misty day in the Sea of Japan, she met up with her Russian naval escort, a Grisha Class frigate, to begin an historic event – the visit of the first British warship to the Russian Far Eastern port for nearly 100 years.

A national 21-gun salute was fired by HMS *Richmond* which was returned from batteries ashore.

The berthing was unusual for an RN frigate – stern-to, known as 'Mediterranean mooring' – as she lay alongside three Udaloy Class destroyers, including her host ship the Admiral Vinogradov.

Lined on the jetty to greet her were the dignitaries of the city and senior officers of the Russian Pacific Fleet. As the ship's commanding officer Cdr Elliot Seatherton stepped ashore he was welcomed in the traditional way, with girls in national costume and a bread-breaking ceremony.

Interest in the visit was evident from the large number of cameramen and reporters – it featured on television that evening throughout the vast Russian Federation.

In the following days there were to be many events symbolising the renewed friendship between the Russians and the British. There was a parade at the 'War Glory of the Pacific Navy' monument, dedicated to all the Soviet sailors who died during World War II, at which a wreath was laid by Cdr Seatherton. Towering over the ceremony was the submarine C-56, credited with sinking 12 enemy ships during the war and now preserved as a museum.

Later a working party from the *Richmond* spent a morning renovating a Commonwealth War Grave memorial to 14 British soldiers killed there during an intervention in the Russian Civil War in 1918-20.

The *Richmond* was open to visitors – queues began to form well before opening time – while groups of officers and men were entertained to lunch on board the Admiral Vinogradov. In the evening those not required for duty on board were guests at the Russian Officers Club for a concert performed by the Pacific Fleet's special entertainments unit.

All serving members of the Russian Navy, they are famous for the shows they put on – and the traditional deep-voiced traditional singing, amazing athletic dancing and comedy skits delighted their British audience at all levels.

Guest of honour was the RNC-in-C Fleet Admiral Sir Peter Abbott, who had flown to Vladivostok specially for the *Richmond* visit.

In a speech of thanks he remarked that such an occasion would have been unthinkable only ten years or so ago – but now British and Russian sailors and ordinary people were united there in feelings of friendship and peace.

The damp and windy weather did not prevent tours of the sights of Vladivostok – for which special buses were provided – and its surrounding inlets and islands.

One was the ornate railway station at the end of the line of the Trans-Siberian Railway, the world's longest, winding 5,800 miles back to Moscow.

The Russians were keen to show off their Navy to the British sailors. Visits were organised to the Makarov Naval College and the Pacific Fleet Marines School, where amazing performances of physical strength were displayed. In one, a Marine had bricks placed on his bare chest which his comrade proceeded to smash with a mallet. And he was lying on a bed of broken glass at the time! Others demonstrated their toughness by hitting each other over the head with bottles.

On the final morning of the three-day visit Admiral Abbott hosted a celebratory breakfast on board the *Richmond* for his opposite number in the Russian Pacific Fleet, Admiral Vladimir Kuroyedov and the Mayor of Vladivostok, Victor Chezepeov.

● As *Navy News* went to press HMS *Beaver* was paying another historic visit – to Ho Chi Minh City, Vietnam. Report and pictures next month.

Pictures: PO(Phot) Jon Garthwaite.



● HMS *Richmond* arrives in Tokyo ahead of her host ship, the destroyer *Shirane*.



● AB David Rackcliffe, Std Simon Cox and MEM Neil Reynold write postcards from a Japanese garden.

FURTHEST EAST



Ocean Wave ships visit Tokyo and Vladivostok

● 'Mediterranean mooring' for HMS *Richmond* at Vladivostok, alongside host ship, the Udaloy Class destroyer Admiral Vinogradov. Inset: Admiral Sir Peter Abbott and his Russian Pacific Fleet counterpart Admiral Vladimir Kuroyedov.



● End of the line – sailors visit the terminus of the Trans-Siberian Railway, the world's longest at 5,800 miles.



● Breaking bread – Cdr Elliot Seatherton receives a traditional welcome from a bevy of local beauties.

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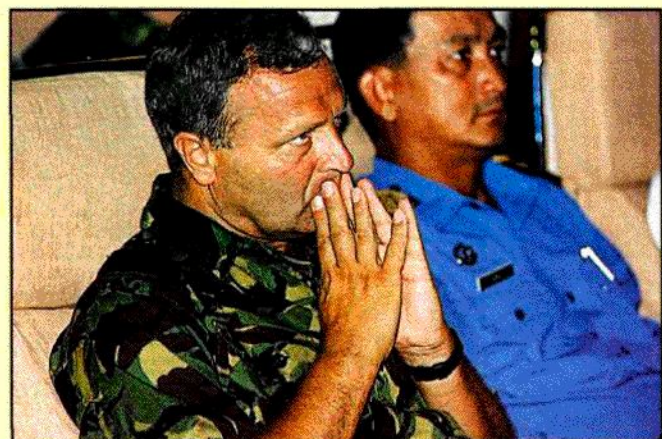
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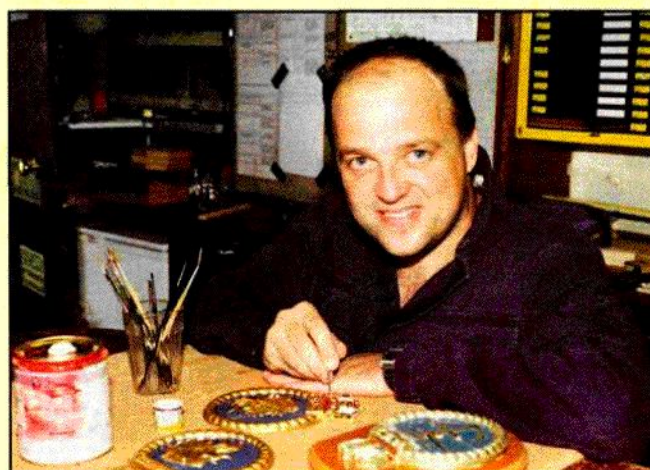


● Above: Commodore Amphibious Warfare, Commodore Paul Stone, in the briefing room. With 40 Cdo Group and 300 soldiers from 4 Royal Malaysian Rifles taking part, the raid-ex involved almost 1,000 personnel. Picture: Jon Garthwaite, DPR(N)

● Below: Royal Marines reboarding LCVPs. During Exercise Muka Wave, a tactical backload was fought out while a holding battle was fought on the beach. Picture: LA(PHOT) Ian Goodban, 40 Cdo

● Above: The LCVPs (landing craft, vehicles and personnel) run by 4 Assault Squadron Royal Marines, approaching the shore during exercise Muka Wave. Picture: LA(PHOT) Ian Goodban, 40 Cdo.

● Below: CPO Andy Heasman at work in the shipwrights' workshop on HMS Fearless. Ship's crests make ideal presents for visiting VIPs, and much of his spare time has been spent turning them out. Picture: LA(PHOT) Pete James, HMS Fearless



12,000 miles into Ocean FULL STEAM AHEAD FOR HMS FEARLESS

EXERCISE Muka Wave off the East coast of Malaysia was the latest in a series of tests which the Portsmouth-based assault ship and RFAs Sir Galahad and Sir Geraint have passed with flying colours.

Now well into her thirties and one of only three steam-driven ships still in Service with the Royal Navy, Fearless's proven ability to get the job done continues to frustrate her detractors.

Captain Mark Williams, Commanding Officer of HMS Fearless, has no doubts about his ship's capabilities: "In the space of a year we have sailed from the East Coast of the United States, through the Caribbean, the Mediterranean, across the Indian Ocean and have been operating successfully in the South China Sea.

"We have sailed over 12,000 miles on this deployment and met every commitment that has been required of us. I don't think I really need to say more than that."

What no-one in HMS Fearless will deny is that the deployment has been demanding and that conditions on board have tested both the ship's company and her embarked forces more than most can remember.

Fearless and her LSLs are accommodating over 700 members of 40 Commando Group and the voyage east



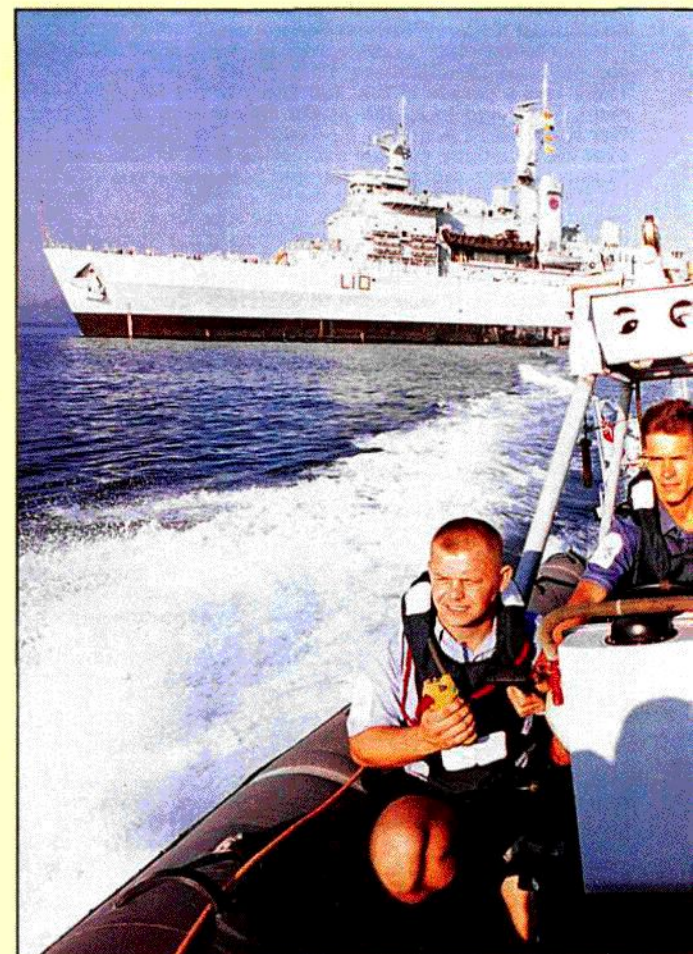
● Above: MEMs at the boiler room on HMS Fearless. Temperatures in the boiler room can reach 130 to 140 F. Picture: LA(PHOT) Pete James, HMS Fearless

was the longest stretch that Royal Marines have spent at sea since the Falklands.

Short dashes between the UK, Norway and the Netherlands are routine, but their extended stay has required a greater degree of co-operation between the ships' companies and their embarked forces than at any time for 15 years.

Heat

As Major Simon Shadbolt, 2IC 40 Cdo put it: "We try to be all part of one ship's company - you might be wearing a green beret or you might be wearing



● AB 'Judas' Priest (left) and LS Craig Sullivan race away from HMS Fearless on the ship's arrival at Kota Kinabalu in the Malaysian state of Sabah.

● Right: A paradise tree snake (identified by POSA Slasher Cuts) on a Sea King helicopter. Pictures: LA(PHOT) Pete James, HMS Fearless

Ocean Wave '97 it's...

AM AHEAD FEARLESS



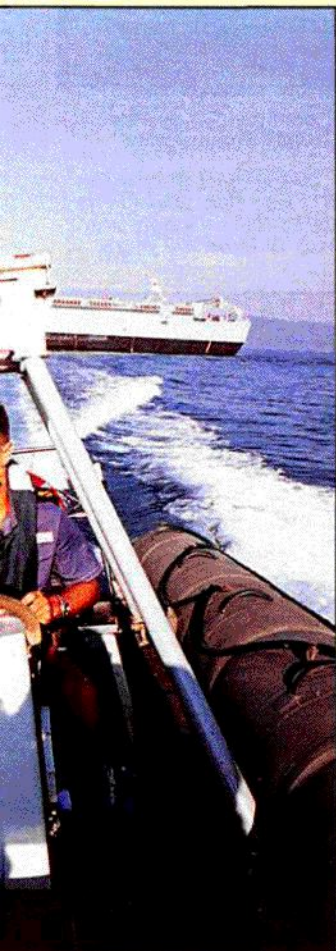
Inspection hatches in HMS Fearless engine rooms can reach 20 degrees Celsius, but at the end of the day it really doesn't make much difference."

number eights, but at the end of the day it really doesn't make much difference."

Another major factor that everyone on board has had to get used to is the swelteringly high temperatures - as high as 85F on many of the lower decks.

Capt Williams said: "It has been quite a shock for people to come out here and find out what it was like on the majority of ships 20 or 25 years ago.

We have done what we can by installing stand-alone air conditioning units in as many mess decks as possible and have been getting progressive-



HMS Fearless to check fenders for the first time.

takes up temporary residence in

By Dominic Blake
in the Far East

I'm used to the heat, but I have great admiration for the way my ship's company have coped with the accommodation down below."

High temperatures also make flying operations more difficult, as Lt Gary Wakefield, commander of Penanjong helicopter detachment in Brunei where the Sea Kings and Gazelles of 845, 846 and 847 squadrons have been based, explained.

"In terms of aircraft performance we are the equivalent of 2,000ft up before we leave the ground" he said.

"You haven't got the power in hand that you have back in the UK where it's 20 degrees cooler, so they've got to be flown much more carefully."

Not that this has slowed them down. Helicopters are an essential asset to the Group and their Sea Kings have clocked up over 500 hours and made 1,400 deck landings since Ocean Wave began.

Logistics

And the large number on board has given the ship's 24 caterers a huge logistical task.

They have served over 400,000 meals since leaving in January and have had to be flexible enough to cope with last-minute delays in disembarkation which can effectively mean hundreds of unexpected dinner guests.

The numbers of personnel have also meant a busy time for the ship's medical branch who have had to deal with everything from minor epidemics to Marines returning from the jungle with rat bites.

Keeping the ship going is the job of the 170 mechanical engineers who make up the largest branch in HMS Fearless, and in a ship where many parts are so rare they have to be made on board - it's no mean feat.

They are also responsible for all repairs and maintenance to the LCUs and LCVs used by the landingcraftsmen of 4 Assault Squadron, producing up to 200 tonnes of fresh water a day, running a sewage plant and a myriad of other essential tasks.

Jungle skills

As Navy News went to press, HMS Fearless was returning from a port visit in Kota Kinabalu to collect 40 Cdo from Brunei, where a gru-



elling five-day section competition put their jungle fighting skills to the test.

At the end of July, 40 Cdo Group will leave the ship at Singapore and fly to South Africa for the largest joint UK/SADF exercise since the World War II.

Meanwhile, the amphibious task group's next stop is Manila where they rejoin the carrier group led by HMS Invincible and head out into the South China Sea.

In the next issue, we report from HMS Chatham as she becomes the last Royal Navy ship to leave Hong Kong after its return to Chinese rule at midnight on June 30, and the Navy's 156-year history in the colony comes to an end.

HMS Chatham will escort the Royal Yacht, RFA Sir Percivale, and the Hong Kong Patrol Craft Peacock, Plover and Starling to the waiting carrier group and amphibious task unit - bringing together all the ships on Ocean Wave '97 for the first time.

● Above: Assault ship HMS Fearless, 12,000 miles into Ocean Wave '97, has met every military requirement demanded of her.

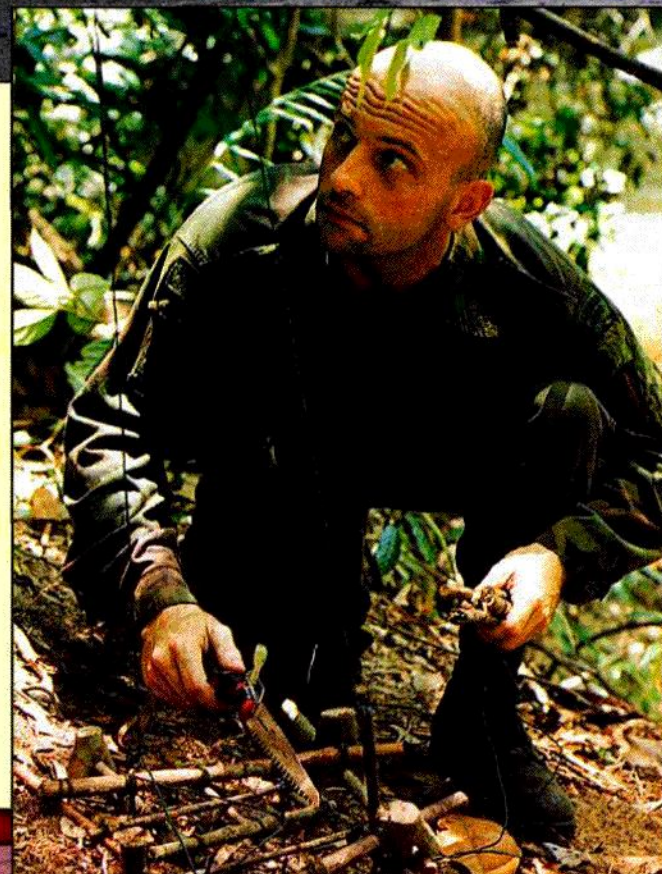
Picture: PO(PHOT) Jon Garthwaite, DPR(N) Photographic Team

● Right: Jungle Warfare Instructor Sgt Mick Harding preparing traps during a five-day section competition for 40 Commando in Brunei which tested the Marines on survival skills, jungle navigation, boat work, tracking, marksmanship and demolition.

Picture: LA(PHOT) Pete James, HMS Fearless

● Below: Soldiers from 4 Royal Malaysian Rifles prepare to put their newly acquired amphibious skills to the test during exercise Muka Wave.

They were trained for their role in the raid-ex by Royal Marines from 4 Assault Squadron.





Storming the Spaniards

Success and failure for Cochrane and Nelson

Lord Cochrane (above), the distinguished British admiral and one of the founders of the Chilean Navy, has been commemorated by a special exhibition at the Chilean Embassy in London.

Appointed by Bernardo O'Higgins, the leader in the country's war of independence with Spain, Cochrane was commander of the new Navy in 1818.

He captured Valdivia, the last heavily defended mainland stronghold of the Spanish royalists. He also distinguished himself with the epic capture of the Spanish frigate Esmeralda, taken inshore in the face of heavy fire from the coastal batteries at Callao.

With Lord Cochrane began a long history of close relations between the British and Chilean navies. Uniforms, regulations and traditions are shared by both while Chile traditionally acquired most of its ships from British yards. Many of these have had the names of Chileans of British descent who enjoyed distinguished military careers, such as Simpson, Hyatt and Thompson.

The Chilean Ambassador, Mario Artaza, told *Navy News*: "Cochrane was a very complex man and very controversial in his time. Of strong character and deeply passionate, he was, above all, a great seaman. During four years, from 1818 to 1822, he was Vice Admiral and Commander in Chief of our naval forces and during those years he wrote incredible pages of daring and victories, helping to create a naval destiny for a country which was born for the sea, with a coastline almost 5,000 kilometres long."

Meanwhile Spain this month marks the 200th anniversary of a rare defeat for Nelson – the attack on Santa Cruz which cost him his right arm.

HMS Victory's cutter is



being shipped out to Tenerife in HMS Grafton for a re-enactment of the action, under the supervision of Victory's current commanding officer, Lt Cdr Mike Cheshire.

Santa Cruz was one of Nelson's biggest mistakes. Surprise was essential for success since the place was strongly fortified – and this was lost when an unusually strong inshore current swept his boats down the coast. They had been spotted from the shore and alarm guns were sounded as the attack was called off.

A second assault, though

supported by a heavy bombardment, was driven back – but Nelson, against the advice of his army commanders, insisted on a third attempt, this time by night.

This failed also, with heavy loss of life – and nearly cost Nelson his own. Over-confident and misled by reports of a nervous and demoralised garrison, he had been foolhardy.

The Spanish, to their great credit, behaved with magnanimity towards the defeated force – and St Vincent assured Nelson that he need not blame himself unduly: "You and your

companions have certainly deserved (success) by the greatest degree of heroism and perseverance that was ever exhibited," he told him.

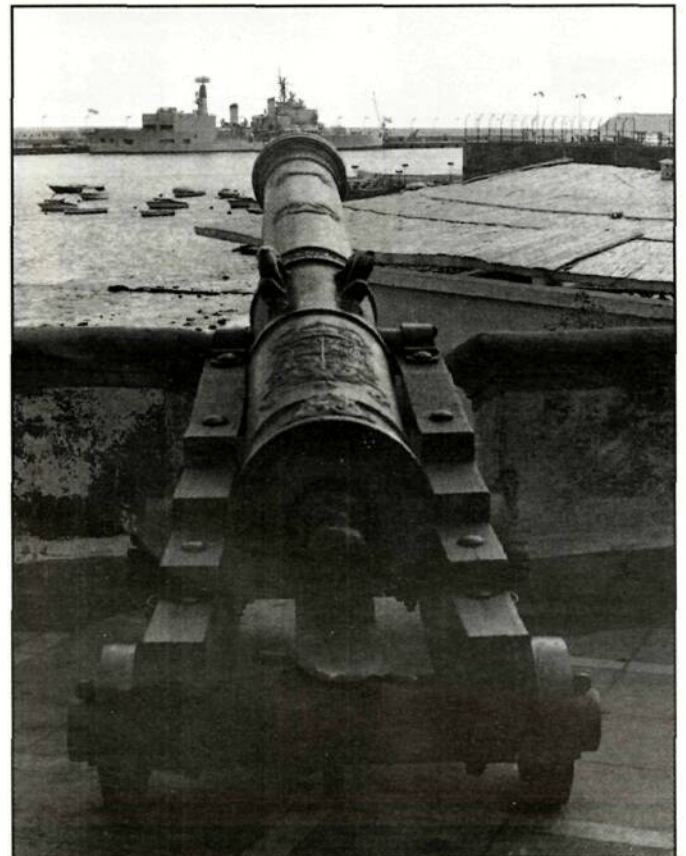
Twelve members of the Society of Nautical Research – who built Victory's replica cutter – will re-enact the final attack on the mole, dressed in period costume and faced with an opposing force of 18th century Spaniards. HMS Grafton's ship's company will march through the streets and homage will be paid to those who died in the churches of Santa Cruz.

● Above: the 'Liberation Fleet' of Chile, commanded by Vice Admiral Lord Cochrane in 1818-22, by Tomas Somerscales (1842-1927)

● Below: the one that winged Nelson – by tradition, the cannon known as 'El Tigre' and seen here in 1971 with HMS Blake in its sights, fired the grape shot which shattered Nelson's right arm when he attempted to capture Santa Cruz, Tenerife 200 years ago this month.



● HMS Grafton leaving Portsmouth, where she commissioned at the end of May. This month she is taking HMS Victory's cutter to Tenerife for a re-enactment of Nelson's abortive attack on Santa Cruz.



Thatcher pays tribute to Falklands force

LADY THATCHER unveiled a memorial plaque at Falklands Gardens, Gosport in memory of the 255 members of the Armed Forces, Merchant Navy and civilians who died in the war of 1982.

Seen here with the Mayor of Gosport, Cllr Peter Edgar, she was also accompanied by Admiral of the Fleet Sir Henry Leach, First Sea Lord in 1982 and chief architect of the Falklands Task Group.

In a moving address, she said: "We remember and salute all those who fought there and each and every one of those who died that freedom might live in the Falkland Islands."

After the ceremony a Sea Harrier from 899 Sqn at RN Air Station Yeovilton piloted by Lt Rob Schwab flew across Portsmouth Harbour and hovered over the gardens, where a bust of the late

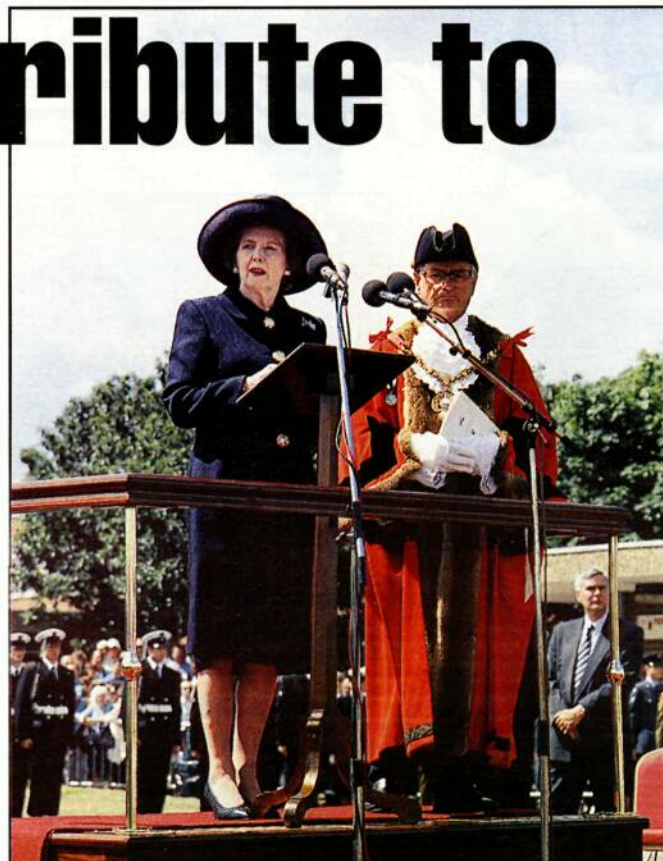
Admiral of the Fleet Lord Fieldhouse, C-in-C Fleet at the time, is also displayed.

On the other side of the water the Royal British Legion had a ceremony at Portsmouth Cathedral.

The previous day around 2,000 Falklands veterans attended an open air concert at HMS Sultan.

Meanwhile a special parade at 42 Cdo's Bickleigh Barracks at Plymouth marked the 15th anniversary of one of the campaign's crucial battles, the attack on Mount Harriet in which two Marines were killed and 26 wounded.

Picture: LA(Phot) Artie Shaw



Raleigh opens up to 4,500

OVER 4,500 visitors flooded through the gates of HMS Raleigh for the Torpoint new entry training establishment's first ever Open Day.

The atmosphere was that of a village fete with stalls lining the roads and the parade ground.

Most popular attractions were a fly-past by a Sea Harrier and the daring stunts of the IMPS Motor Cycle Display Team, which included leaps through rings of fire by riders as young as seven.

The event raised over £6,500 for local charities including Derriford Hospital, Churchtown Farm at Bodmin (an outdoor activity centre for physically handicapped people), the Macmillan Nurses who provide special care for terminally ill cancer patients and the Torpoint and Rame Lions who raise money for the less fortunate in the community.

Tea party that was nearly a bun fight

SAILORS who planned to land by helicopter on Rockall for tea and cakes narrowly avoided a bun fight with Greenpeace.

The party from HMS Monmouth, taking part in the Joint Maritime Course in the North Atlantic, were hoping to take part in last month's 'Big Brew' tea party event in aid of the Soldiers, Sailors and Airmen and Families Association.

But they called off at the last moment when Greenpeace activists announced they had landed on the rocky pinnacle in protest against the pollution of the oceans.

With limited space available there would not have been much room for anyone else and the event could have been misinterpreted as an attempt to dislodge them, said a Navy spokesman.

Aim of 'Big Brew' was to gain an entry in the Guinness Book of Records, the current record for a simultaneous coffee morning standing at some 430,000 participants.

SSAFA spokesman David Stevens said the charity was still counting and hoped for a final figure by the end of July.

Within the RN, there were some novel events:

HMS Fearless: Tea party on a jungle-edged Brunei beach served

from an LCVP with specially baked cakes and cucumber sandwiches.

HMS Invincible: Taking part in JMC north west of Scotland with participants from all three services and NATO allies to claim the biggest tea party in the North Atlantic.

HMS Illustrious: Claiming the same for the north-west Pacific.

HMS Walney: Tea party on quarterdeck in transit from Copenhagen to Gdynia.

HMS Southampton: Tea party on 1022 radar maintenance platform on way home after seven month Gulf deployment.

HMS Beaver: Raffish ward-room members had afternoon tea in old colonial style at the Raffles Hotel, Singapore.

HMS Cornwall: By boat to Isla de Tabarca for tea on the beach.

HMS Campbelltown: While visiting London and providing a royal guard for the Prince of Wales (see back page) which spelled out the words 'Big Brew' for a helicopter-borne national newspaper photographer.

'Big Brew' events were also held in HMS Victory and the Northwood headquarters of C-in-C Fleet as well as other shore establishments.



Greenwich gives thanks

A Thanksgiving Service marking the end of 124 years of the Royal Naval College at Greenwich was held in the former Royal Hospital's Chapel of St Peter and St Paul in the presence of The Prince of Wales and First Sea Lord Admiral Sir Jock Slater (see also back page).

On a flying visit to Sydney

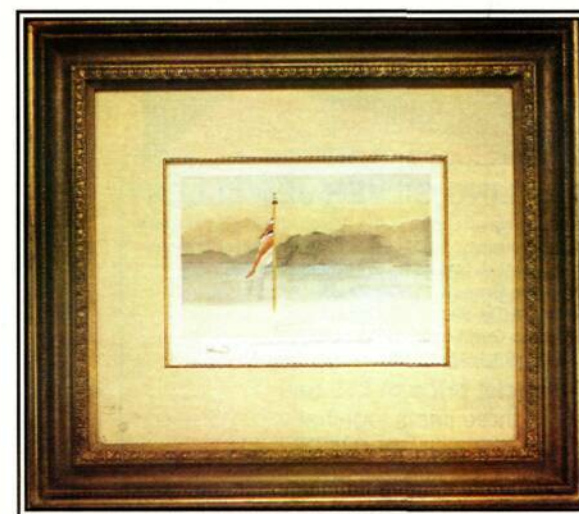


HMS GLOUCESTER visited Sydney – the first British warship to do so for two years – at the end of the major Five Power Defence Agreement exercise 'Flying Fish'.

This saw ships from Australia, Malaysia, New Zealand, Singapore and the UK involved in an operation which coincided with the Ocean Wave 97 deployment in the area.

All nine ships contributed by these countries made a total of 16 official visits to ten different ports around Australia – the Type 42 destroyer's ship's company enjoying a welcome break after five months away from home.

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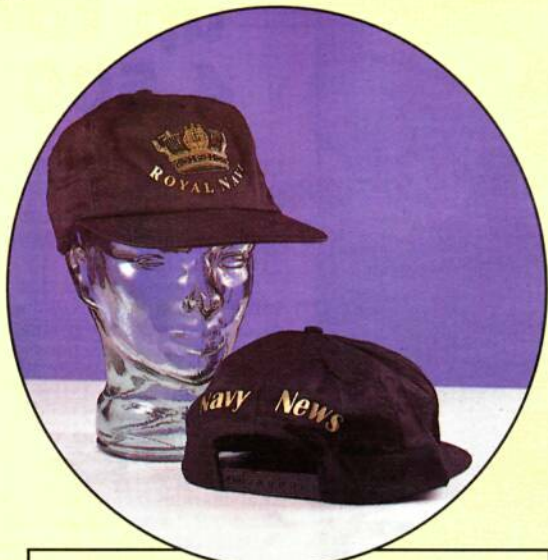
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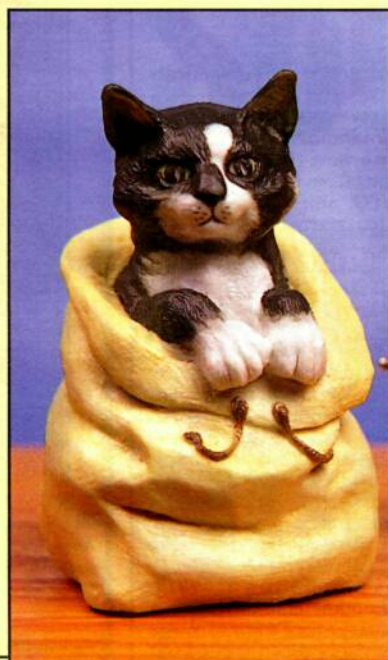
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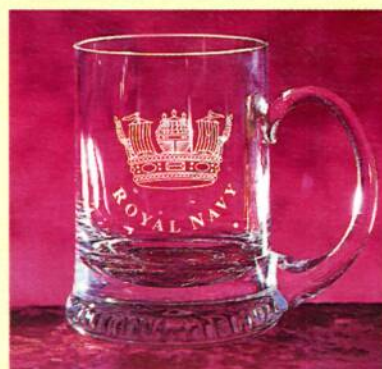
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WHALEY'S ARK

Year of the lion at HMS Excellent

WITH THE departure from HMS Excellent of two goat mascots, one of the strangest chapters in the history of any Royal Navy establishment has finally come to an end. Goats Oscar and Teresa marched out of the leadership training school to a new life at an RSPCA animal shelter mainly because there was a shortage of volunteers to look after them.

They were accompanied by assorted ducks, rabbits and geese – the last residents of a menagerie with a history spanning 120 years.

At the height of its fame in the 1930s, Whale Island zoo boasted lions, monkeys, bears, deer, wallabies and parrots as well as less exotic species. Navy News was told the story of one of the strangest zoos in Britain by the curator of the Whale Island Heritage Centre, Lt Cdr Brian Witts RN (retd):

It all began in a small way in 1877 when 25 pairs of rabbits were introduced into the island by a Cdr Oxley, their descendants later being hunted down as pests. At that time the main motive for keeping animals at what was then the Navy's Gunnery School seemed to have been more culinary than conservational.

In 1893 a pheasantry was built, but suffered from raiding rats – one of the reasons that over a century later the small animals had to depart with the goats. The 1890s also saw the arrival of a small flock of sheep, and in the early years of the 20th century, the menagerie grew, partly as a result of some unusual, if not bizarre, events.

An early inmate was a parrot called Calliope Jack, who was retired to Excellent after allegedly having its baser vocabulary widened by being



● For a time monkeys were a feature of Whale Island, but they were banned by the mid 1930s after too many sailors taught them tricks that caused trouble...

on the muster of the cruiser HMS Calliope when it battled through the great hurricane off Samoa in 1889.

Another brief guest was the pig Tirpitz, whose bacon was saved when he was hauled from the water by British

sailors after the German cruiser Dresden was sunk in the Battle of the Falkland Islands in 1914.

Tirpitz was awarded a huge "Iron Cross" by his new owners and was eventually disembarked for Whale Island. Sadly for the pig, his nutritional allure proved greater than his aura of valour, and he was eaten by hungry sailors.

Polar bears

Those were the days when ships were allowed to keep animals on board. The story goes that one of the more exotic mascots was a bear on the muster of HMS Royal Sovereign between the wars. At Malta one Sunday morning it was said to have plunged overboard during divisions, swum to the nearby HMS Iron Duke, ascended the gangway and cleared the battleship's decks.

It was eventually pacified, but its popularity as a pet had waned, and it was pensioned off to Excellent. Other bears followed. Two polar bear cubs presented to the British Consul at Tromsø, Norway, in 1936 found a home in the zoo. And a sun bear from Malaya was presented by Lady Mountbatten.

But the biggest star of Whaley's menagerie was the lioness Lola, reared from a cub and presented by a British Government vet working in



● Lion cubs Rex and Josephine on arrival at HMS Excellent's zoo in 1936. They were brought to Britain in the troopship Lancashire which had sailed from the Far East. Their mother had been killed by a shooting party in East Africa and the cubs had been adopted by a Royal Navy destroyer which took them to China.

what is now Tanzania.

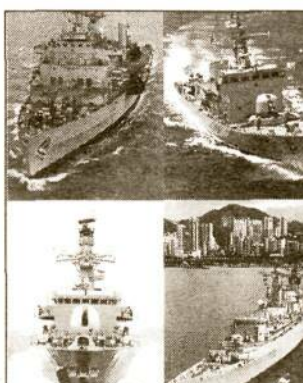
Lola mated with another of Whaley's lions, Peter, and bore triplets – probably a unique event in the history of any RN establishment. When she fell ill soon after, such was the public interest and concern that daily bulletins on her condition were posted outside the gate.

Sadly she died, with two of her cubs – but the third, Topsy,

survived and was fostered by another lioness obtained from Bristol Zoo.

War spelt the end of the Whaley Ark, amid fears that bombing would injure or free the animals, and they were transferred to regular zoos. The pig farm, however, sailed on for decades. Then there were the ducks and the geese and the goats...

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● Exotic birds abounded in Whaley's ark. They included flamingoes, rheas, parrots and these turkey vultures who seem quite used to being handled.

MBE
Lt Cdrs Paul Robert Brundle, James

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2; CCWEAWDO - Int (18.4.97), 2
CCWEAADCSM - Dry, Nil; CCWEAWDOSM
- Dry, Nil; CCAEAM - 245 (1.5.94), Nil
CCAEAR - 302 (1.9.93), Nil; CCAEAWL
- 385 (1.9.92), Nil.

A/Cdr S. R. Baum to be CO,
HMS Triumph, Nov. 21.

● HMS Sirius arrives in Singapore on her way to Tonga for the coronation of the Pacific island's new king in July, 1967

THE NAVY'S modernised square-rig uniform was about to be launched, reported *Navy News*: "While the traditional look is largely retained, the uniform should prove easier to put on, wear and maintain, and the famous bell-bottoms will disappear, although the new trousers will be flared." Separate silk facings would be dispensed with.

drafted HMS Cardiff, BFPO 249, July. Will consider any other draft.

Mentioned in Despatches when chaplain to
4th Destroyer Flotilla during Bismarck action.

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were

Nil; POCA - 364 (29.9.92), Nil; LCH(GS) -

- 764 (29.7.90), Nil; POSTD(SM) - 620 (2.12.90), Nil; LSTD(SM) - 1329 (16.6.87) Nil.

September 2-4. The theme will be Services logistic and equip-

For Information please Contact:
BRYAN PITMAN - GENERAL MANAGER. TEL: 01803 329292



Wishart, Eskimo (Narvik). Member of HMS
Eskimo Association. May 22, aged 91.

WHO DOES THE RNBT HELP?

If you are serving or have served as a rating in the Royal Navy or in the equivalent ranks in the Royal Marines you are entitled to be considered for help from the RNBT; so are your dependants.

There is no length of service qualification - if you joined up that's good enough! And your entitlement continues for the rest of your life!

The Royal Naval Benevolent Trust was established by Royal Charter in 1922 to help serving and ex-serving ratings in the Royal Navy, their Royal Marines equivalents, and their dependants. Since then the RNBT has given grants totalling about £90 million, in present day money, to an average of almost 100 Royal Naval people and their families every week. The support provided by the RNBT now runs at about £2 million each year.

1997 is not only the RNBT's 75th Anniversary, it is also the Year of the Seafarer whose aim is to encourage people in the UK to remember the contribution which seafarers make to our country. We depend on them for defence, trade, food and transport. It also offers everyone a special opportunity to help the many seafarers in need by supporting nautical charities such as the RNBT. The role of the RNBT is as important today as it has ever been and the money required to meet the need increases year by year. Please help by sending a donation to the address at the foot of this page.

3 CHEERS for 3 CHAIRS

Kieran Geary, who will be 4 in August, and his mother Susan are happy with his new chair from the RNBT.

Kieran, the son of an RN rating, suffers from cerebral palsy and since his early days has needed a great deal of care to help his all round development.

When the Naval Personal & Families Service told the RNBT about Kieran, a grant was made to buy a special adjustable armchair for him. This provides the support which he needs and has proved invaluable.



Because 25 year old Matthew Stabb's father served in the Fleet Air Arm, the RNBT was able to help Matthew when he needed a new wheelchair.

Matthew is paralysed from the waist down and has other disabilities, but he leads as active a life as possible. He needs a special type of wheelchair and the RNBT, with other charities provided the £3,500 necessary to buy him a high tech 'Storm XS' model.



Royal Naval wife Patricia Robertson is a double amputee who leads a busy life helping others with just a little support from the RNBT.

Patricia, whose husband Mike is the Coxswain of the RN Unit at Aberdeen University, spends much of her time working for local charities.

The RNBT joined forces with other organisations to provide a powered wheelchair for Patricia to help keep her on the go!



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 - House repairs and furniture •
 - Respite and recuperative holidays •
 - and many others
- The RNBT gives about £400,000 annually in regular payments to more than 1,000 elderly people on very low income.
- The RNBT makes grants to a number of hospices, training colleges for the disabled, homes for the elderly, children's homes and other organisations which support the RNBT's people.
- The RNBT administers Pembroke House, its own residential home in Gillingham Kent, for old Sailors and Royal Marines.
- The RNBT provides advice on welfare matters.



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Education and Courses



BEN STRIKES IT LUCKY

PAY ATTENTION - from Medomsley, Consett, 12-year-old Ben Elliott has won a handsome 20-volume set of the Children's Encyclopaedia Britannica for his school's new library.

Phileas Fogg, Jules Verne's 'Around the World in 80 Days' hero more lately busy plugging a famous local brand

of alternative snacks, would approve.

A competition in *Navy News*, the newspaper of the Royal Navy currently operating in strength on the far side of the globe, was spotted by Ben's ex-RN granddad.

So Ben sent in his entry - and was picked out as the winner.

With his dad, sister Jenny and St Bede's Comprehensive, Lanchester librarian Jean Stothard, he travelled down to Portsmouth to collect the prize.

New Library

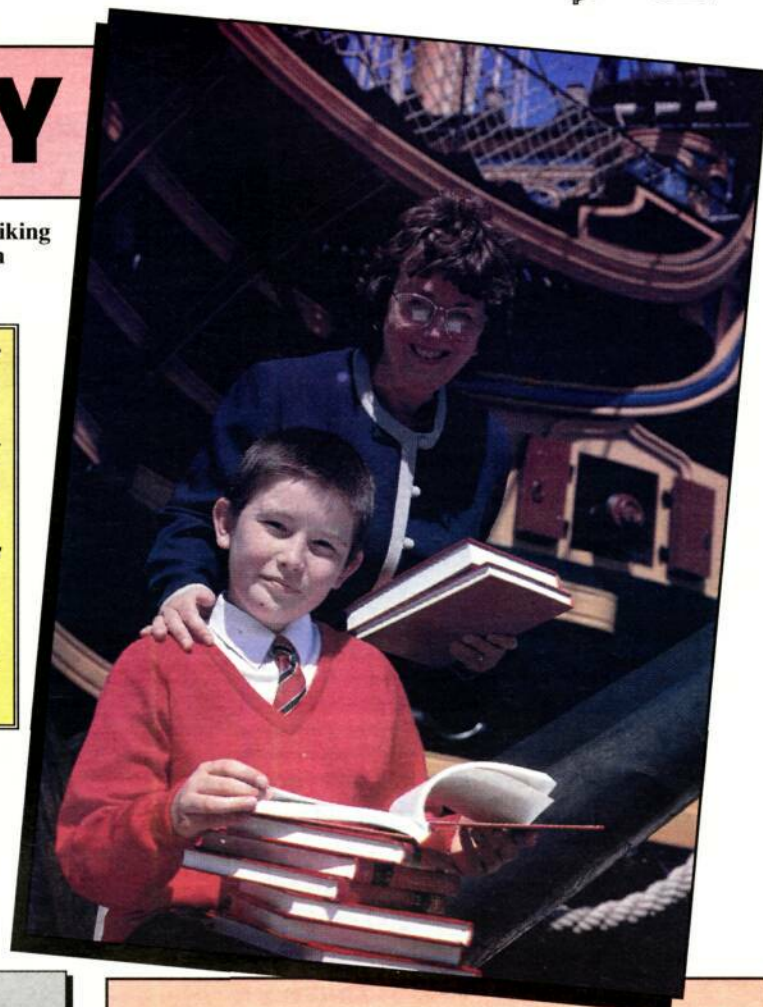
Jean revealed that most of her budget had been spent on the new library facilities and so the books were the first set on the shelves.

Presentation was made alongside Nelson's Trafalgar flagship HMS Victory - still in commission after nearly 250 years service, well over a century after Verne predicted the nuclear submarine in '20,000 Leagues Under the

Sea', today the main striking arm of Britain's modern Fleet.

COMPETITION!!

To be in with a chance of winning a Sony Walkman see details of our new young readers club featured on page VIII of the supplement in this months issue.

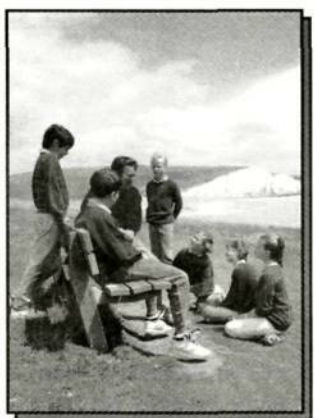


A true taste of Victory - Ben Elliott collects the prize of Encyclopaedia Britannica for his Schools new Library.

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THE FLEET AIR ARM MUSEUM

DIRECTOR

To be appointed Curatorial Grade B, equivalent to Civil Service OS Grade 6.

The Trustees of the Fleet Air Arm Museum invite applications for the above post which will fall vacant at the beginning of November 1997. The successful applicant will have proven experience at senior management level, which includes financial planning and management and will be capable of leading a team and directing effectively. Such an applicant will be an innovator, a good communicator at all levels and have a genuine interest in Naval Aviation history. Experience in the Museum or Heritage sector would be an advantage.

The Fleet Air Arm Museum is one of the Principal Armed Forces Museums. It is also a NDPB and the Director acts as its Accounting Officer.

Applicants should send their CV to:

Ellen Davis, Assistant Command Secretary (Civilian Personnel & Administration)
FONA HQ, Yeovilton, Yeovil, Somerset. BA22 8HL

A job description is available on request

List closes: **Monday 28 July 1997.**

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Everyone must be trained for their position and there is a basic English training program which is mandatory for everyone and will be completed in the applicant's home, in their home country. This basic program has a maximum completion time limit of 28 weeks (120 business days). In most cases, the average time to complete this program is 90 days. The first 2,500 applicants (10 airplane flight loads) to come to the United States from each country, will be determined by who completes the English preparation process in the fastest time. All advanced training will be conducted in the United States. Those chosen for advanced training in the U.S. must purchase a round-trip airline ticket to the United States. Applicants who have been selected, will come to the United States for the advanced training and will sign a contract with our company for a minimum of 6 years. After 6 years, employees will have the option of re-signing for another 6 years and/or move into other positions within our corporations, globally. All will sign a 15-year non-disclosure contract. All under contract for the captain and co-captain positions will go into advanced Maritime and/or Dirigible training for a minimum of three years upon arrival into the United States. All others will begin working 90 days after arrival into the United States. Management trainees will receive a stipend of \$52,000 U.S. per year, while in training. All others will receive a stipend of \$12.50 U.S. per hour, while in training. After training, individuals will work in one of the following locations: West Virginia, Pennsylvania, New Jersey or New York in the United States or Poland, Spain, Australia, Finland, Bulgaria, Romania, the Caribbean and the Netherlands.

There is an initial fee of \$939.95, which must be paid in advance by Letter of Credit or US Postal Money Order, along with registration. This fee is for the full medical and physical examination (blood and fluids testing for TB, AIDS, HIV, and other social diseases - X-rays, EKG, EEG, Mammograms, etc.) and a video-taped interview, which are all prerequisites and will be conducted through our company operations. Those who fail the examination and if it is curable by medical attention, will be provided an opportunity to re-apply. Once registered, applicant's must in the allotted time, complete the mandatory basic training program in their home, in their country by mail service.

Once applicants have passed all of the prerequisites: room and board in the U.S. will be paid for by our companies. Once hired, applicants will be reimbursed for their round-trip ticket.

To register send paper resume and Letter of Credit or US Postal Money Order in the amount of \$939.95 to:

**Global Maritime/Dirigible Projects c/o Seiler Inc., PO Box 1048,
Whitehouse Station New Jersey 08889 USA**

Applicants will be contacted 30 days after registration confirmation and will receive full program instructions and details

Position	Number of Jobs	Salary per year, US dollars
Captain (3 years training)	15,000	\$250,000
Co-captain (3 years training)	15,000	\$200,000
Helicopter Pilot	15,000	\$75-150,000
Scientist (all fields)	250,000	\$75-650,000
Engineer (all fields)	250,000	\$35-750,000
Greenhouse/Hydroponic Engineer	100,000	\$35-500,000
Medical Personnel (MD/Nurse/Staff)	200,000	\$50-650,000
Desalinization Engineers	15,000	\$75-250,000
Construction Workers (all trades)	500,000	\$35-500,000
Cooks	5,000	\$15 to \$50 per hr.
Architect (heavy construction)	100	\$250 to 600 per hr.

Military Dependents, Community Cottage Industry

This industry is being established and setup as a public service and to aid the families of military servicemen. We will upgrade, educate, train and employ military spouses who are living on and off base. This program is being offered to spouses, so that they can earn a decent livable wage while their spouse is serving their country. We will upgrade, educate and train spouses through our Advanced Educational/Job Preparation Program at no cost to the families. In order for a spouse to qualify for these cottages, spouses must agree to become educated and instructed in how to operate and maintain a cottage industry. Spouses will not be hired until they have completed this program, which is a minimum of 120 business days or 18 months if needed. Spouses will earn a minimum of \$15.00 per hour working in groups of 3 or more.

Spouses will work in homes via telephone and fax machine. Duties of the cottages will include working on the year 2000 global computer crisis, receive and arrange hotel, travel and flight reservations for our upcoming and continuing events, world job recruitment campaigns, subscription services and translations (if spouses have different language abilities, they earn \$35 per hour). There will also be various selective and general business office duties. Once in the cottage industry circuit, job positions will move with spouses globally.

SEILER Inc., will administer all of the necessary instruction materials, maintain and pay for the required business telephone lines and all needed cottage business equipment (fax, telephone, typewriters, nanny, computers, copiers, etc.) for this new industry.

US Navy Reservist Lt. Commander Abdel R. Ruiz and his wife (Nancy) of Aguada Puerto Rico (parents of 5) have been selected as the Directors and coordinators for this project and letter should be addressed to Mr Ruiz. Registration for this project begins in June of 1997

To register for the cottage industries. Please send your name, address, spouses service number and resume if applicable to: Military Cottage Industry c/o Seiler Inc. at the address opposite.

CULDROSE INTERNATIONAL AIR DAY

RN Air Station Culdrose celebrates its golden jubilee this year and its International Air Day on July 26 will feature a strong mix of flying displays by aircraft ancient and modern.

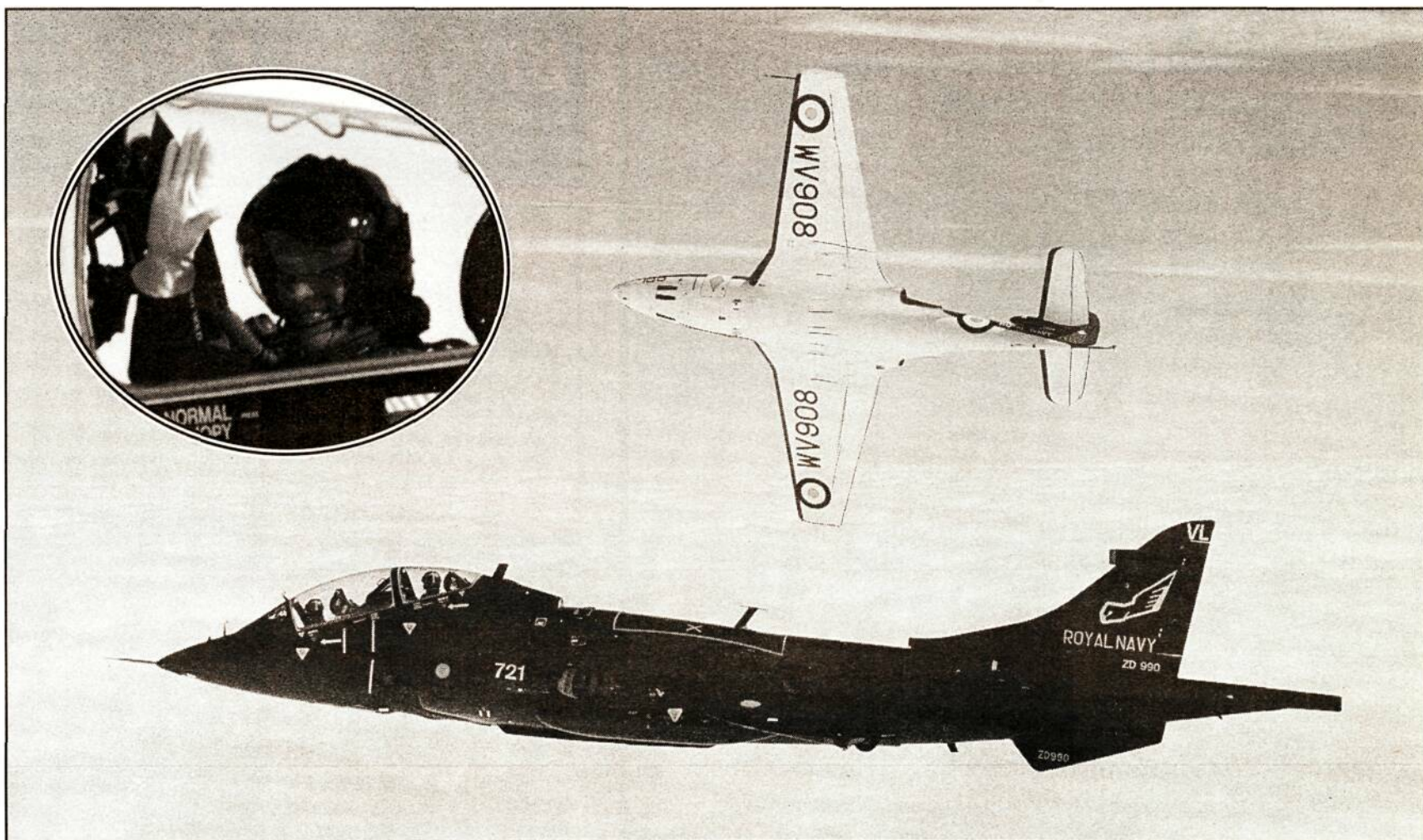
These will continue throughout the day and feature the Red Arrows, the Battle of Britain Memorial Flight, the Royal Navy Historic Flight, an FGN Tornado, RAF Tornados F3 and GR1 and Tucano and a Belgian Air Force Alpha jet.

Civilian participants will include the Crunchies, Utterly Butterfly, and Shogun, Harvard, Hunter T8M, Sea Vixen, Vampire, Gipsy Moth, Tiger Moth, Stampe and Bucker aircraft.

All the Helston air station's own aircraft types will also take part.

Other entertainments on offer include static aircraft and vintage car displays, stalls, sideshows and children's amusements.

Tickets are £8 on the day for adults – £5 if booked in advance at any branch of the Bristol and West Building Society in the South West region, from the RNAS Culdrose Public Viewing Enclosure or by sending a stamped addressed envelope to arrive before July 11 to Advanced Air Day Tickets, RNAS Culdrose, Helston, Cornwall TR12 7RH with a cheque made out to RNAS Culdrose Air Day Fund. Children under 13 are admitted free if accompanied. Tel 01326 552460 for further details.



● Aircraft old and new: taking to the skies for the last time before his retirement was Deputy Commander Fleet Vice Admiral Sir Jonathan Tod (inset) who during a visit to 899 Squadron at Yeovilton was a passenger in a Harrier T8, the aircraft in which all RN Sea Harrier pilots are trained. His pilot was 899's CO Lt Cdr Mark Boast. They were intercepted by a Sea Hawk of the RN Historic Flight flown by Lt Cdr Dave Baddams. Admiral Tod joined the RN in 1957 and after serving in the Far East trained as a pilot in 1961. RNAS Yeovilton and the Fleet Air Arm Museum have their own Heritage Day on July 23. Tel 01935 840565 for details.

Osprey hosts blind date



HMS OSPREY entertained the World Blind Sailing Championships which saw nine countries, 21 crew and three categories of visually impaired sailors fight for Gold Medals off Portland last month.

The standard was impressive at the event officially opened by Sports Minister Tony Banks.

The Royal Marines Band displayed their unique style and musical ability as each country presented its flag to the accompaniment of the appropriate national anthem.

In the end, the UK secured Gold, beating fierce competition from New Zealand.

It was the third time the event had been staged, New Zealand and Australia acting as previous hosts while Florida is rumoured to be the next venue for this growing sport.

Franklin's fate still fascinates, 150 years on



● Sir John Franklin, photographed in 1845 before departing on his final voyage.

THE ARCTIC has been much in the news lately with the success of new expeditions to the North Pole that still underlined the dangers of any kind of travel in one of the world's most hostile regions.

150 years ago last month the most famous Arctic explorer of the Victorian era paid the ultimate price. Sir John Franklin, leading an expedition to find the North-West Passage in HMS Erebus and Terror, died after his ships were beset in the ice – as eventually did all their 129 officers and men as they attempted to walk out of the Arctic Circle back to civilisation.

Last month a number of their descendants, led by Maj Anthony Gell, Franklin's great-great grandson, met in London to lay wreaths in Westminster Abbey and visit the Franklin memorial at the Royal Naval College at Greenwich as well as other monuments dedicated to him in the capital.

Franklin was born at Spilsby, Lincolnshire in 1786 and entered the Royal Navy at 14. Within a year he was serving under Nelson at the Battle of Copenhagen in HMS Polyphemus which led the attack.

Two months later Mid Franklin sailed for Australia in the discovery ship Investigator, commanded by his cousin, the leading cartographer Matthew Flinders who taught Franklin much about navigation.

In 1804 Franklin was appointed signal midshipman in the Bellerophon and the following year was in the thick of the action at Trafalgar, performing "with very considerable zeal and ability" on the poop deck where most of the officers, including the captain, were killed.

He first ventured to the Arctic in 1818 as second in command to David Buchan on a voyage which did not achieve great results but served as a prologue to his three great Arctic expeditions.

In 1819 he led one of two Arctic exploration parties

despatched by the Admiralty, choosing an overland route through hostile terrain. It was bitterly cold, on one occasion the temperature falling to -50C, yet Franklin and his crew of Englishmen, Canadians and native American guides charted nearly 600 miles of coastline. As a result, Franklin completed the map of Canada and gave a definite shape to the North American continent.

However, success came at a price. The party ran out of provisions on the return journey and was forced to eat lichen, leather from their clothes and boiled bones from exhumed carcasses. Ten of the party of 19 died. One guide shot Mid Robert Hood in the head and was suspected of being responsible for killing and cannibalising other members of the party.

The survivors were eventually rescued and on his return to England Lt Franklin became a celebrity, his hardships and achievements having captured the public imagination.

Franklin's next voyage was the most ambitious yet. He led an overland search for the North-West passage from the Atlantic to the Pacific, continuing the work he had begun on the previous expedition. Lessons were learned from the 1819-21 search. Supply stations would be deposited at strategic points in advance and boats were specially built to Franklin's specifications. He set out with eight men on 16 February 1825.

The North-West Passage remained as elusive as ever, but another 1,200 miles of coastline were charted and the party returned with information on the region's topography, geology, weather, solar radiation, magnetic variations and the Aurora Borealis. The expedition was a tremendous success and Franklin was acclaimed as one of the greatest explorers of his age. He was knighted in 1829.

Her Admiralty made another attempt to find the North-West Passage in 1845. At the age of 59 he was endorsed to command the expedition by Admiral Parry who stated: "He is a fitter man than any I know and if you don't let him go, the man will die of disappointment."

The expedition in HMS Erebus and Terror began on 19

May 1845, the best-equipped to leave England to date, carrying enough provisions to last three years – including early canned food – and a library of some 2,900 books.

Little is known of Franklin's final voyage. In 1859 a search party commanded by Francis McClintock found a note from the crew at Victory Point. It contained two messages, written a year apart on the same piece of paper. The first, dated 28 May 1847, ends with "Sir John Franklin commanding the expedition. All well." Indeed, all must have seemed well. Although icebound, they were under 100 miles from the discovery of the North-West Passage.

However, the second message read: "April 25, 1848. HM Ships Terror and Erebus were deserted on 22nd April . . . having been beset since 12 September 1846 . . . Sir John Franklin died on the 11th June, 1847 and the total loss by deaths in the expedition has been to this date 9 officers and 15 men."

In a few words, Franklin's officers had recounted their deadlock and final desperate situation.

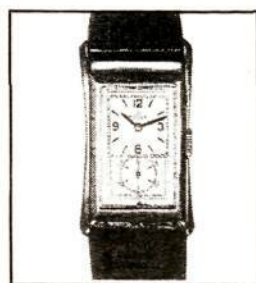
During McClintock's search expedition, he found a ship's boat mounted on a sledge. It contained two skeletons, clothing and a large variety of other items. Two loaded shotguns were propped up against the boat's side, presumably to protect the occupants from packs of wolves. The only provisions found were a little tea and chocolate.

Around 40 search expeditions were made in the years following the disappearance of the party. To this day, explorers journey to the Arctic attempting to discover how and why so many men perished and what became of Sir John Franklin.

In the 1990s Lt E.C. Coleman, RN made no less than four

Some graves have been found and there has been speculation over cannibalism, lead poisoning from the canned food and murder at the hands of natives – but most of the mystery remains.

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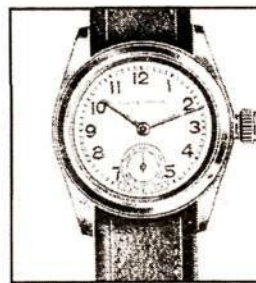
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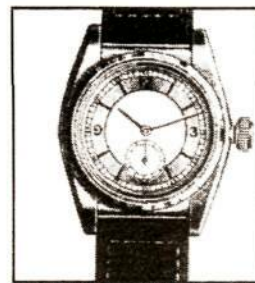
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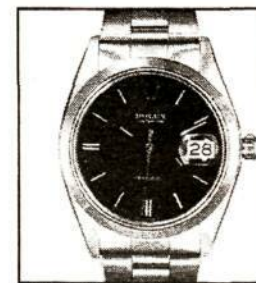
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9ct Gold £700 minimum
18ct Gold £1100 minimum



ROLEX OYSTER (Manual)
1950s-70s
Steel £100 minimum
Gold £400 minimum



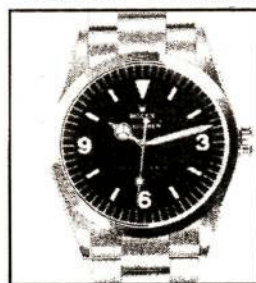
ROLEX OYSTER DATE
AUTOMATIC
Steel £150 minimum
Steel & Gold £250 minimum
Gold £400 minimum



ROLEX (Non Oyster)
MENS
Steel £100 minimum
9ct Gold £200 minimum
18ct Gold £350 minimum



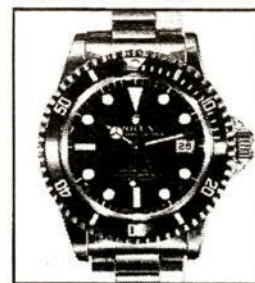
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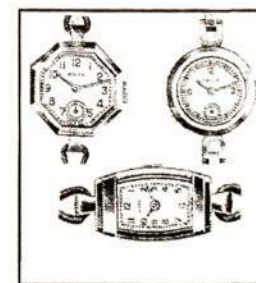
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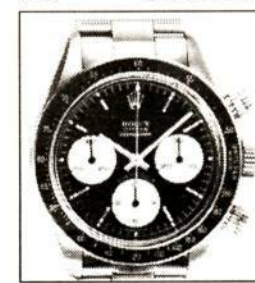
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Gold Auto £300 minimum



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Gold £300 minimum



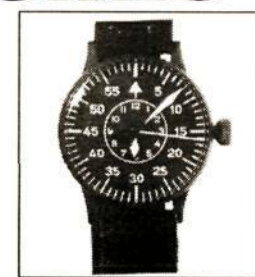
OMEGA SPEEDMASTER
MOONWATCH
Steel £150 minimum
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Beaver's sailors in tribute at Kwai graves

HMS BEAVER sailors MEM(M) Simon Middleton and LMEA Paul Thomas pay their respects at the graveside of a Second World War sailor interred at Kanchanaburi War Cemetery in Bangkok, Thailand.

Members of the ship's company also visited the River Kwai bridge and the notorious 'Death Railway' which claimed the lives of thousands of Allied prisoners of war.

HMS Beaver is one of the ships on the global deployment Ocean Wave.

Calling Old Shipmates

HMS Duke of York: Dennis Le Marquand and Bill Matfin seek ex-writers or stores junior rates who served in 1948, with a view to a 50-years reunion next year. Call 01705 615384 or 01642 584521.

HMS Hart 1948-51 & HMS Cook 1952-55: Ex-AB Eric (Scouse) Elsie, Elsdene, Coedy-Graig, Penymynydd, Chester, CH4 0XD (01244 546810) would like to hear from crew members as well as ABs Yates and Goddard of HMS Unicorn.

HMS Concord (China Station 1947-57). Contact D. Leeson, 6 Longleat Gdns, Penhill, Swindon, Wilts., SN2 5EP (01793 729293) for reunion each year.

HMS Anson Association are seeking ex-shipmates. Where are the stokers and Marines? Contact Ken Whiterod, 3 Deniston Ave, Bexley, Kent, DA5 3HL, or Fred Bangert on 01438 352910.

HMS Collingwood: Ken Holder (01242 528078) would like to get in touch with any shipmates who joined MT4X on May 25, 1943.

Alf (Chick) Grundy. Signalman, RN Beach Signals Section No.5, 1942-43, is being sought for reunion in Oct. Originally from Walkden, Manchester, he emigrated to USA post-war. Info to Malcolm Robinson (01643 705647).

Cyril Spencer, who served in FAA in HMS Ark Royal in WWII is being sought by his old friend L. Baxter, 184 Moseley Wood Gdns, Cookridge, Leeds, LS16 7JE (0113 293 9749). Cyril lived near Crystal Palace, in Maberly Rd, Chorley, London SE.

HMS Theseus and LST 3516: Eric Lines, 12 Undara CCT, Cape Hawke Heights, Forster, NSW 2428, Australia, seeks old shipmates and wonders whether there is a HMS Theseus Association.

HMS Woodbridge Haven: Shipmates from all commissions, but especially Malta/Cyprus 1955-57 sought with view to reunion soon. Contact ex-LEM Steve Conroy on 01903-751035 or ex-L/Stoker Dave Bishop on 01983-811207.

Eric J. Rice (ex-SBA), 5 Myrtle Cresc., Lancing, W. Sussex, BN15 9HY, would like to contact shipmates from HMS Royal Arthur Class 49, 1944; HMS Iron Duke 1944-45; RNH Haslar 1945; HMS Mayina (Ceylon) 1945-46 and RNAS Trincomalee 1946.

HMS Warrior, Operation Grapple, Christmas Island, 1957; Ex-EM(Air) A. J. Carr, 91 Westley Rd, Acocks Green, Birmingham (0121 624 4964) seeks shipmates with view to forming an association for reunions, etc.

HMS Unicorn Association seeks Shipmates Loyalist, Shelton, Addison, Broomfield, Judge, Drew, Leggett, Rennie, Hogg, Hamby, Henderson, Scarrot, Kenworthy, Crawford, Eddie Jones, Taff Jones, all ex-824 Squadron. Call 01942 516093 or 01442 255821.

HMS Venerable: Ex-AB Skin O'Dell, please contact Harry Neville on 01922 51888.

894 Squadron, HMS Eagle 1958-59:

Members sought, including Oggie Parker, Weedy Moss, Mick Conway, Bill Corbin, Scouse Fleet, Tex Messenger, Biscuit Kemp, Mad Mitch. Contact, with a view to a reunion, Andy Colvin, 22 Circular Drive, Port Sunlight, Bebington, Wirral, Merseyside, L62 5EP.

HMS St Vincent, Duncan 79 Class (1954). Any old classmates out there. Call Alan Knapton on 01903 522270.

HMS Collingwood 142 Mess (1958). Members sought with view to reunion. Contact T. Dowling, 7 Tamworth Drive, Whalley, Wigan, WN2 1AQ.

Darby Allen, CPWEEA: His shipmates are sought by his daughter, Kristina Allen, on 01705 601696. He served in HMS London (79-81), Glamorgan (82-84), Newcastle (85-86), Gloucester (89), Jupiter (90-92).

Reunions

AUGUST

Fast Minelayers Association. South-East Branch meeting at RBL Club, Braganza St, Kennington, London SE11 on 4th at noon. Contact Ray Moore, 89 Watling Rd, Norwich, NR7 9TG (01603 437652).

China Hands 1987-92: Chris Vadham, who used to play at the Consort Bar of China Fleet Club will be appearing at Royal Sailors Home Club, Portsmouth at 2030 on 9th. Details if needed from David Watts on 01705 824231.

RAF Gosport (HMS Siskin) Veterans Association and brewery and management of Swordfish Inn, Hill Head, organising Association and Swordfish reunion dinner on 15th to launch a permanent exhibition of memorabilia at the pub. Contact the Association at 97 Green Cresc., Gosport, Hants., PO13 0DW (01329 286626).

SEPTEMBER

HMS Wolfhound, Vivacious, Whitshed. Reunion arranged for Sept. Contact Wally Baldock, 69 Lynton Rd, Hadleigh, Benfleet, Essex SS7 2QG (01702 557739).

8th Destroyer Flotilla, China Station 1947-57. Reunion at Scarborough, 12-14th. Contact B. Askey, 15 Whinorpe Rd, Hessle, Hull, HU13 39EX.

HMS Caprice Association reunion with 8th Destroyer Association at Scarborough on 12-14th. Contact Alan Knapton, 27 Osborne Close, Sompfing, W. Sussex, BN15 9UZ (01903 522270).

HMS Coventry (1942) meeting at Coventry Cathedral, 15.45 on 13th. Details: Bert Stenning, 11 Eileen Ave, Brighton, BN2 8AD (01273 305193).

HMS Gambia Association reunion and AGM at RNA Club, Leamington Spa on 19th-21st. Details: Les Newman, 3 Coppice Rd, Whitnash, Leamington Spa CV31 2JE.

HMS Hardy 1969-71 reunion at Royal Sailors Home Club, Portsmouth, 20th. Contact J. Sheldon on 01705 343612.

Roy (Scouse/Hubby) Betteley's family are planning a 60th birthday party in September and hope to locate his shipmates from 849B Sqn in HMS Victorious (57-58), 801 Sqn, (63-64) and RNAS Culdrose and Lossiemouth. Call 01925 861544.

HMS Narvik 1958-59: Calling Dixie Dean, Ken Ridout, A. G. F. Crosbie, Lt Cdr Peter Hughes, Lt Cdr Drinkel, Sam Barnes, Willy Spang, George Harbron, George Sheldrake, George Peel, Buster Brown, Ralph O'Dell, Bob Dannatt and others. Contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough, PE4 7UR (01733 751019).

HMS St George, Gosport, Mess 3, Aug. 1 to Oct. 2, 1946 (instructor PO Brain). F. Walker, 25 Rushmore Walk, Havant, PO9 4LY, seeks old shipmates.

HM submarine Repulse first (ice-breaker) commission: Reunion on 24-25th at Imperial Hotel, Barrow-in-Furness. Contact Frank Scott on 01480 933228.

HMS Comus Comrades Association meeting at Royal Sailors Home Club, Portsmouth, 26-28th. Contact B. V. Cox on 01903 232720 or G. Harper on 01302 708135.

OCTOBER

HMS Malabar, Bermuda 1971-76: Reunion in Oct. Contact ex-LSTD Barry Warne, 18 Avebury Rd, Ashton Vale, Bristol BS3 2QG (0117 9663270).

HMS Saumarez 1943-45 reunion at RN Engineers Benevolent Society Memorial Club, Southsea on 4th. Contact M. J. Salter, 93 Telcrot Close, Corsham, Wilts. SN13 9JQ (01249 712525).

Endurance Association reunion at Portsmouth on 9th. Contact Cdr M. Green, 31a South Rd, Horndean, Hants., PO8 0EW (tel/fax 01705 591222).

1st Destroyer Flotilla Association (of all Hunt destroyers) reunion in Portsmouth, 10-12th. Details: Bill Hawksworth, 3 Riddings Ct, Morris Park, Hartford, Cheshire, CW8 1NE.

Royal Naval Writers Association 110th annual reunion dinner on 10th at Royal Sailors Home Club, Portsmouth. Info from C. D. Solly, 89 Gregson Ave, Gosport, PO13 0YL (01329 221272) or HMS Osprey ext 5463.

HMS King George V reunion at Birmingham on 10-12th. Contact Jack Kilsby, 37 Orchard St, Daventry, Northants, NN11 5EU (01327 703479).

HMS Theseus (Korea 1950-51) reunion on 11th. Contact Les Turnham, 41 Maryland Way, Sunbury-on-Thames, Middx, TW16 6HN.

HMS Duff 1943-45 reunion at Jarvis International Hotel, Solihull on 11th. Details: N. Johns, The Old Chandlery, New Rd, Instow, Bideford, Devon, EX39 4LN.

Regulating Branch Association annual reunion on 11th at HMS Drake. Ticket applications to D. N. Webb, 28 Cophthorn Rd, Portsmouth, PO2 0EB or from K. S. Fowler, 6 Alleyne Gdns, Hartley Vale, Plymouth, PL3 5RS.

Old Norfolk Association reunion in Plymouth on 11th. Enquiries: E. W. Jewell on 01752 341614. (Notification to those on mailing list).

HMS Majestic, Caledonia 1937-39 Boys Association 60th anniversary dinner and social weekend at Gladley Inn, Rosyth, 11th. Details: Jim Duckworth, 87 The Hove, Runcorn, Cheshire, WA7 6EE.

HMS Bonaventure reunion at Burlington Hotel, Eastbourne, 17-20th. Details: 01228 514570.

HMS Daring 1952-54 reunion at Alveston Hall Hotel, Nantwich, Cheshire on 17-19th. Details: Owen Simpson, 20 Green Close, Uley, Glos., GL11 5TH (01453 860564).

HMS Locust 1939-45 reunion in London on 19th. Details: Les (Tubby) Edwards on 01992 764678 or Bob Bullen on 0181 650 8606.

HMS Ganges Association weekend at City Post House, Cardiff, on 24-26th. For booking form contact Mac Macleod, 24 Pendragon Close, Thornhill, Cardiff, CF4 9BD (01222 619937).

HMS Swiftsure Association cruiser and submarine reunion at Nidd Hall Hotel, nr Harrogate on 24-27th. Contact David George, Mullion, Shipton Green, Ilchenor, nr Chichester, W. Sussex, PO20 7BZ (01243 512998).

TS Mercury Old Boys Association AGM and annual dinner at Chilworth Manor Hotel, Chilworth, nr Southampton on 25th. Details: Capt David Parsons, Aylmer Hse, 2 Chapel Lane, Otterbourne, Winchester, Hants., SO21 2HX (tel/fax 01703 254329).

The Survey Ships Association reunion at King Charles Hotel, Gillingham (old Naafi) on 25th. For info send s.a.e. to The Secretary, SSA, The Elms Guest House, 48 Victoria Rd South, Southsea, Hants., PO5 2BT (01705 823924).

Over to You

Ascension Is: Info sought from anyone who served at the HF/DF site or Naval Transmitting Station in WWII. Contact Jeff Cant, 53 Bringewood Rise, Ludlow, Salop, SY8 2ND.

HMS Cockade: Doc Owen (01792 588620) seeks a photo of the ship in Falmouth Bay in June, 1948. Expenses paid.

Korea grave photos: Brian Cunningham, 39 Braeside Pk, Balloch, Inverness, IV1 2HN, has recently returned from British Korean Veterans visit to Korea and has photographs for family and friends of the Pusan memorial, and the graves of Cpl C. E. Trott RM, PO J. A. Tate, E. Strian RM, Surgeon Lt D. A. Knock.

Navy boxer: Michael Gall, 13 Norton Ave, Herne, Kent CT6 7TA, seeks info about the career of his father, James D. E. Gall who served 1940s to 1961, with particular reference to his boxing achievements inside and outside the Navy. He served in Malta, Chatham, Singapore and Ipswich.

Capt H. M. L. (Hee) Waller, DSO and Bar, RAN: The late Capt Waller's son, John Waller, is seeking info about his father for a biography. Capt Waller was CO of HMS Brazen in 1937-39 and has recently had an Australian submarine named after him. Contact Mr Waller at 94 Glebas Rd, Plainfield, CT, 06374-1429 (home tel. 860 564 3114; work tel. 860 572 9600; e-mail - jwaller@etc.atinc.com).

Lt Ronald Edward McKinnon RM: Sam Urtley, 3 Greig Cresc., Armadale, W. Lothian, EH48 2PS, is researching his family tree and seeks info about Lt McKinnon who served in 1960 at Blairrick near Antony.

Naval cartoon: D. G. Hunt, 12 Rectory Rd, Shepton Mallet, BA4 5DB, seeks a 1930s cartoon by Jack Kettle depicting a large black kettle with boiler-room pipes and cartoon characters. Expenses paid.

HMS Formidable, 1915 and Art. Eng. Henry Clayton who was lost with the battleship. Ex-rating (1943-46) Colin Donaldson, 20 Hollins Green, Middleton, Manchester, M24 6EL (0161 643 2796) is seeking info about Clayton and the circumstances of the sinking for a November remembrance passage which he is putting together.

Cadets history: Professional historian Dr Larry Williams, 7 Ascot Close, Church Streeton, Salop, SY6 6AR, is researching the history (1860-1945) of the cadet organisations - SCC, ACF, ATC and CCF - and seeks newspaper cuttings, photos, training manuals, reports, etc. He is particularly interested in the effect on the organisations of the World Wars. Great care will be taken with items sent, and they will be returned.

WRNS Signals officer Florence J.

Blackmun (Floss or Joan) 1940-48: Her nephew, P. E. Dollamore (01271 858254) is seeking info about his aunt who served at Lowestoft, Alexandria, and in Aden and Yalta.

HMS Electra 1942: J. W. Morris, Tigh-na-Bheag, Colntraive, Argyll, PA22 3AR (01700 841277) is trying to trace Malcolm Fraser, born in 1942, the son of AB Robert (Bob) Fraser lost when Electra was sunk. Last news of Malcolm was in the early 1960s when he lived in Gravesend and worked in a bank.

U-482 sinking: Ian Wilson, 20 Windmill Rd, Bangor, Co. Down, N. Ireland, BT20 5RA, is researching for a book on local shipwrecks, and seeks info from anyone who was in the ships that sank U-482 in Jan., 1945. The vessels were HM ships Hart, Peacock, Starling, Amethyst and Loch Craggie.

Sto.1 Frederick J. Herman MID: His widow seeks single or group photos of her husband in uniform. His ships included HMS Duke (1943), Dunluce Castle (1943-45), Golden Hind/Montclair (1945-46), Belfast (1946) and Victory (1946-47). Write to Chairman, RNA Dundee Branch, St Roque Lane, Dundee, DD1 2JZ. All loaned photos returned after copying.

HMS Achilles 1939-43 and HMS Implacable 1945: Derek Fahy, natural son of the late Derrick Ivor Groom (ex-ERA in Achilles and Implacable), is seeking anyone who may have known him or can provide info. Contact Mr Fahy at 12 Wyckham Park Rd, Dundrum, Dublin, Ireland (00 3531 298 1157).

Ex-submariner Bill Harman, an old family friend, is being sought by Janice Haden, 1440 Elizabeth Crest, Redlands, California 92373, USA. She believes he served in HM submarine P33 based at Campbeltown 1944-47.

HMS Cossack 1950-51: Joan, the widow of the late Joe Jowett (ex-LRO), seeks his shipmates and photos of her husband. Contact her at 19 Pele Ave, Salisbury East, S. Australia 5109.

HMS Thanet survivors: Geoff Drummond, 10 Flambard Ave, Christchurch, Dorset, BH23 2NF seeks Gunner J. R. Smyth, Lt R. H. Danger and AB J. H. Wood, or anyone who has info.

HMS Concord medal: Dougie Leeson, member of HMS Concord Association has bought a George V Long Service and Good Conduct Medal presented to A. J. Spurrell who served in Concord. The Association is keen for info about Mr Spurrell's Naval career. Contact Mr Leeson at 6 Longleat Gdns, Penhill, Swindon, SN2 5EP (01793 729293).

HMS Keppel, June 1941: Researcher T.

J. H. Cattley, Yew Tree Cottage, Overton Rd, Iffton Heath, nr Oswestry, Salop, SY11 3DH, is trying to establish the truth behind a photo of a crashed Wellington bomber, the crew of which were allegedly rescued by HMS Keppel from the Ile de Sein. He is seeking former ship's company members of the time.

HMS Peacock, Malta 1953: M. W. Price, 8 Leighlands, Pound Hill, Crawley, W. Sussex, RH10 3DW (01293 882392) is seeking info about Ronnie Woodcock who served in the ship at the time. He seeks his full name, rank/rate, date of birth, date of entry into RN and home town at the time.

HMS Relentless 1967-68: Dale McCollum (01633 265840) seeks ex-AB George (Guilty But Insane) Pease.

19th century wrecks of British ships around Cape Finisterre, Spain, is being researched by Juan Campos Calvo-Sotelo, Transito de los Gramaticos 3, 15703 Santiago, Spain (981 57 28 66). He seeks written accounts of survivors or written or oral accounts of descendants, etc. of the following wrecks: Adelaide (1830), Grand Liverpool (1836), City of Agra, HMS Captain (1870) and HMS Serpent (1890).

HMS Sheffield 1937-87: Alistair Lofthouse, 279 Sharrow Vale Rd, Sheffield, S11 8ZF (0114 268 6269) is preparing a book Shiny Shell - Story of Sheffield's Fighting Ships and would like recollections, stories and photos of any of the three Sheffield. Anything sent will be returned.

HMS Hugh Walpole (WWII anti-submarine trawler). Cranbrook Rural District Council adopted the ship in 1942. Mr F. C. Croucher (ex-HO rating) on 01580 714898, seeks more info about the vessel's war record and would like to hear from anyone who served in her.

Stoker Noel Self, killed in HMS Sultan, Singapore on March 31, 1942. His son, John Self, 22 Faringdon Ave, Bromley, Kent, BR2 8BS, is trying to trace anyone who knew his father.

S/Lt Stuart, killed in a motorcycle accident in W. Indies while serving in HMS Diomed, 1972-73. HMS Diomed reunion is being held in Leicester on Sept. 6 and his friends and colleagues would like to trace his next of kin to make a presentation. Contact James M. Fairlie, Netherby House, Huncote Rd, Croft, Leicester, LE9 3GU (01455 286480).

Madagascar campaign 1942: Dominique Heads, 11 Blankney Close, Saxilby, Lincoln, LN1 2JA, is seeking books, articles, anecdotes, pictures, private and official documents in order to write a book.

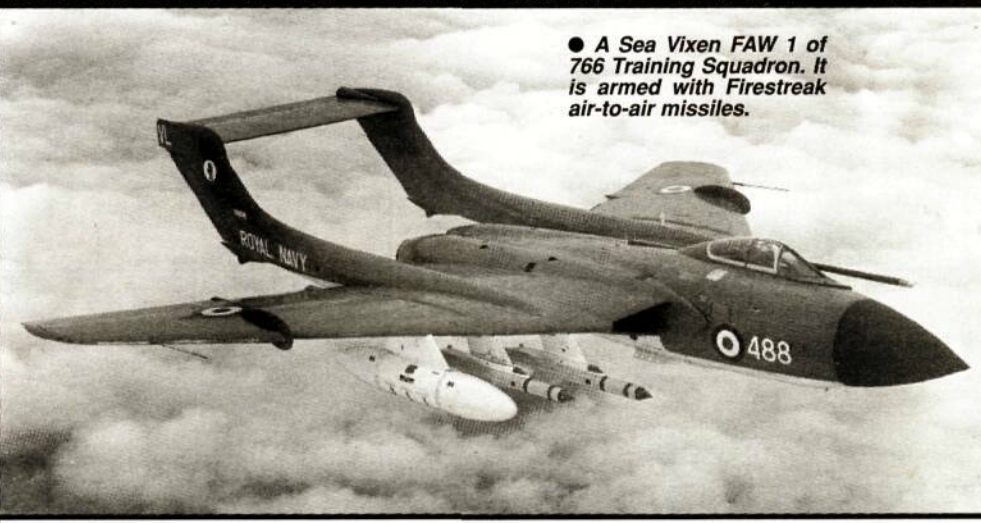
23rd. Contact G. H. Rawson on 01460 234583.

1998

HMS Venerable Association reunion at Somerset and Wavecrest Hotels, Llandudno, March 27-30. Enquiries: Bas Redfern, 64 Coppice Rd, Talke, Stoke-on-Trent, ST7 1UA (01782 784876).

Royal Marines Fort Cumberland 25th anniversary reunion in late April. Numbers needed as soon as possible. Contact Pete Weeks, 4 Hobby Close, Hilsea, Portsmouth, PO3 5QZ (01705 356958).

AIRCRAFT OF THE ROYAL NAVY No 9



de Havilland Sea Vixen

DESIGNED in the post-war years, the Sea Vixen's distinctive lines - twin tail booms and swept wings - were destined to become a hallmark of Royal Navy carrier operations throughout the 1960s.

It was the first Fleet Air Arm fighter to become fully operational armed with guided missiles instead of guns, and the first to be designed as an integrated weapon system.

The first prototype flew in 1951 and the first fully navalised production Sea Vixen FAW 1 (Fighter All-Weather) took to the air six years later.

Service trials with 700 Naval Air Squadron took place in HM ships Centaur and Victorious in 1958 and the first operational aircraft embarked in HMS Ark Royal in 1960. From then on Sea Vixens replaced Sea Venoms in Royal Navy service, 114 FAW 1s being built.

An improved version, the FAW 2 built by de Havilland's successors, Hawker Siddeley, first entered service with 899 NAS in 1963, embarking in HMS Eagle. The FAW 2 differed from the earlier model in having a launching system for Red Top air-to-air missiles, and a greater range - thanks to extra fuel tanks in the forward part of the tail booms.

Twenty-nine FAW 2s were built, and 67 were

converted from FAW 1s. The distinctive design included a double cockpit offset to the left to facilitate crew visibility. Both versions of the Sea Vixen were powered by two Rolls-Royce Avon 208 turbojets, each delivering 11,230lb of thrust and giving a maximum speed of 640-645mph. Service ceiling was 48,000ft.

The FAW 1 was armed with four Firestreak homing missiles or four Microcell rocket packs as well as 28 2in missiles. Two 1,000lb bombs could be carried.

Four Red Top missiles formed part of the FAW 2's armament, as well as retractable pods each containing 14 2in rockets in the forward fuselage. Four 500lb bombs could be carried under the wings.

The aircraft was equipped with a Ferranti pilot attack sight and a GEC radar system which locked on to its carrier's Type 984 radar.

Sea Vixens equipped five squadrons - 890, 892, 893, 899 and 766 Training Squadron. In 1968 the aerobatic team "Simon's Circus" was formed from 892 Squadron under the command of Lt Cdr Simon Idiens and performed with great success at Farnborough shortly before the unit was re-equipped with McDonnell Phantoms.

The last Sea Vixen flew in front-line service with 899 Squadron in HMS Eagle in 1972.



THE ASSOCIATION OF ROYAL NAVY OFFICERS

Patron
Her Majesty The Queen

ARNO, the Officers' Charitable and Social fellowship, is open to all Serving and Retired Commissioned Officers of the RN, RM, WRNS, QARNNS and their Reserves.

Formed in 1925, ARNO's primary purpose is to assist Members including Honorary Members (the widows of former members) with grants and bursaries from the proceeds of its assets which exceed £2 million, wherever there is a need.

Today the financial advantages of membership comfortably exceed the annual subscription (£10 per annum or £150 for Life) and include: * **Automobile Association Membership** at less than half price in many cases * **House Purchase** Generous cash payments with mortgage and with Life Assurance, and competitive conveyancing costs. * **Legal, Financial and Medical Consultations** at free or favourable rates * **Trade Discounts** in a wide range of services including insurance, travel, hotels, clothing and hirewear, car hire, medical, jewellery and many more. A **List of Members** and a high quality interesting colour **Year Book** are issued, and ARNO organises ***Regional Social Functions** and **Group Holidays** * A list of members worldwide who would like to exchange homes for holidays * **Mail redirection** * **Swords and uniform items** for sale * an **ARNO credit card**.

For membership application form, please complete the following: To: Lt CDR I M P COOMBS RN, ARNO, 70 PORCHESTER TCE, LONDON W2 3TP Please send me details and a membership application form:

Royal Naval Association

Derby back from the brink

NEVER say die is an apt expression to describe Derby branch. Forced to haul down its flag due to dwindling membership just three years ago, it is now back in business again – and flourishing.

It's thanks to a handful of members who, when the curtain came down, refused to give up. Encouraged by the chairman, Shipmate Tom Smith, they met monthly at a local social club.

President

The will to survive paid off, and now the reconstituted branch has a healthy membership of 46 and is proud to have as its president Rear Admiral David Haslam and, as vice president, Cdr Simon Middlemas, a serving officer.

Plans are already under way for Trafalgar Day and Christmas celebrations. Members meet on the second Tuesday of the month at the Royal British Legion Club, Allenton, and welcome new recruits. On alternate months a social evening is held, and is well supported by members and wives.

Branch News

Watford

Roads were closed and traffic halted for the big parade to mark the dedication of the branch's new standard and the laying up of the old. Displaying 65 standards, shipmates marched down the High Street to St Mary's Church, preceded by the 80-strong Royal British Legion Youth Band.

The salute was taken by Rear Admiral Kyrle Pope accompanied by the Mayor and Mayoress; Cdr G. Morley RNR and Lt Cdr H. Cullen-Jones RN, and their wives.

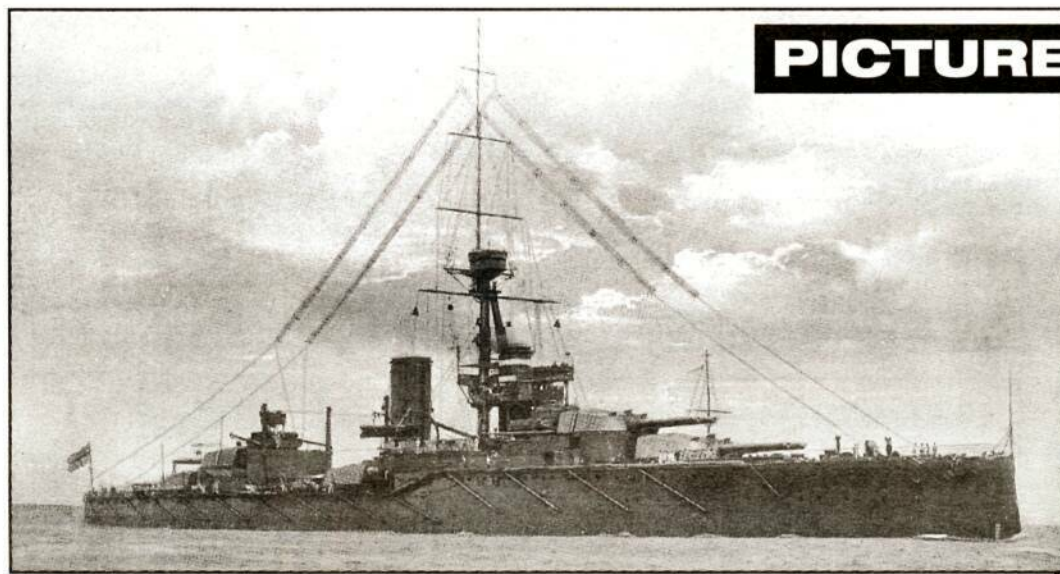
After the church service, a reception was held at a local college, the day ending with a Beat Retreat ceremony by the Youth Band.

Bodmin

Contributions to the branch made by Shipmate Mike Frost and his wife Jan were recognised when he was elected chairman and she was elected to the committee responsible for organising the club's social activities. New branch treasurer is PO Wren Annette Furniss RNR at the unusually young age of 34.

York

The visit of HMS York to Hull renewed bonds of friendship between the ship and the branch, which hosted over 100 members of



PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our May issue is Mr. K Tuppen of Fareham, Hants.

He identified the wartime cruiser HMS Newfoundland, which was transferred to the Peruvian navy in 1959 as the Almirante Grau. She was renamed Capitan Quinones in 1973 and continued to serve for a further six years, being withdrawn from front-line strength as late as 1979.

Mr Tuppen's reply was chosen at random, and he receives our cash prize of

£25. A further prize is offered for a correct solution to this month's puzzle. Name the ship and what distinguished her class from previous vessels.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is August 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 29

Name

Address

My answer

£109k GIFTS TO CHARITY WIN PRAISE FOR RNA

ROYAL Naval Association members have been praised by the RNA's National Council chairman for raising the remarkable sum of £109,855 for local and national charities in just 12 months' of fund-raising.

Presenting the National Council's annual report to Conference in Belfast, Shipmate Fred Chambers praised delegates for what he called "this splendid effort".

He also paid tribute to the RNA's standard bearers, their smart appearance being a source of pride at all events, especially at the Royal Tournament when last year over 300 paraded with the Royal Naval Volunteer Bands at the RN-led show.

Membership drop

There was a continuing increase in the number of Association branches, which now stood at 500. But he regretted that there was a drop in membership of 1,470 to 42,866. The loss of 723 full members and 804 associates was due partly to deaths.

He said the fall was a cause for concern and urged delegates to keep up the recruiting drive.

Shipmate Chambers reported strengthening links with the serving Navy at all levels, with good results from the Association's recruiting

Tribute to Cossack

RNA NATIONAL standard bearer Shipmate Tony Avery took a leading part in the parade to mark the rededication of HMS Cossack Association's new standard at Esher.

Commodore Kit Carson, representing the First Sea Lord, took the salute with the Mayor of Elmbridge, Cllr Hugh Ashton. Fifty local dignitaries joined the parade to the church.

With the RNA standards were those of the 8th Destroyer Flotilla and the flotilla ships, HMS Ganges Association, Submarine Old Comrades Association, and Royal British Legion. The band was supplied by TS Cossack.

Esher's links with HMS Cossack go back to the war when the community raised £1.2 million to pay for the destroyer D57, launched in 1944.

the ship's company. They were invited to a social evening and sod's opera at the Prison Officers Staff Club and to the delights of the Stokers Mess.

Members took a trip to Hartlepool to visit HMS Trincomalee Maritime Heritage Centre, followed by a social evening at Hartlepool branch club.

Dartford

The General Secretary, Capt Bob McQueen RN (retd), and his wife were guests of honour at the branch annual dinner dance attended by over 100 shipmates and wives.

During the evening, Shipmate Donald Dack was presented with a certificate of appreciation for his branch work.

It was announced that a Royal Marines concert at Dartford had raised £3,950 for charities, and the band would be giving their next concert in January.

No.10 Area

Over 350 shipmates and wives attended the Area's gala reunion and conference at Southport at which the President, Vice Admiral Sir Roy Newman, and Lady Newman, were guests of honour.

Also present were National Council chairman, Shipmate Fred Chambers, and Area president, Shipmate Philip Watters.

The programme opened with a dance at the Floral Hall, followed on the Saturday with a standard bearers competition won by Shipmate R. Abraham of Wigan branch. The deputy title went to Shipmate T. Cope of Trafford, and the Novice Cup to Shipmate D. Wise of South Liverpool.

Later, a cabaret was held and the following morning there was a wreath-laying ceremony at Southport war memorial, followed by a parade.

Birmingham East

The branch's 21st anniversary party and dance was attended by shipmates and guests from Stourbridge, the Merchant Navy, TS Dolphin and the Market Gardeners Association.

The event was given a true Naval flavour by the presence of "Lord Nelson", a member of Stourbridge branch and perfectly rigged for the part. He inspected the guard of honour provided by TS Dolphin, and helped cut the birthday cake.

Crawley

The branch's new standard was dedicated and the old laid up at a service at St John's Church conducted by the Rev Doris Stanford. At the parade which followed, the Sea Cadet band of TS Cossack led 14 standards. The salute was taken by Shipmate Dennis Judge, National Council member for No.1 Area, accompanied by the Mayor.

Later a reception was held in TS Cossack.

Kettering

Thomas Gould VC was guest of honour at the branch dinner dance preceded by a visit to the Mayor's Parlour and inspection of Sea Cadets at the local SCC unit headquarters.

The dinner was attended by the president and vice-president of the Senior Rates Mess, HMS Dolphin, WO Phil Summers and CPO Barry Jenkins.

Newton Abbot

Guest of honour at the branch's dinner dance was Capt Michael Clapp RN and his wife. The event was attended by 60 shipmates and guests, including those from Torbay RNA and RMA branches.

School World War project impresses the veterans

IT WAS BACK to school for shipmates Gulliver, Curtis and King of Ferndown branch when they were invited to share their wartime memories with pupils of Park School, Bournemouth, engaged on a World War II project.

The veterans found the pupils well informed and they were very impressed by their essays, drawings and collection of memorabilia, including the matchstick model of HMS Hood made by one of the children.

The pupils in their turn took a great interest in the models of the Hood and of HMS Rodney that the visitors had brought with them, and they were eager with questions when they learned that Shipmate Curtis had served in the Hood.

Before leaving, the Ferndown members presented the school with a plaque – and the pupils showed their appreciation with a rendering of *We'll Meet Again* as the visitors left.

Conference Report by Joan Kelly

video and publicity campaign.

The Council welcomed an increase in income from covenanting and reminded members that if more chose that method of paying subscriptions, a "free" income of £38,365 was attainable.

Before presenting the report, the chairman welcomed Vice Admiral Sir Roy Newman to his first Annual Conference as President of the Association. He said Admiral Sir Desmond Cassidi,

who stepped down as President in September, had accepted the Council's invitation to be a Vice Patron of the RNA.

Debate

Delegates to the Conference were debating as *Navy News* went to press on July 21. Among the main points of discussion was a proposal by Enfield branch that the Association's Royal Charter be amended to provide a sixth category of membership designed for members of the Merchant Navy, Royal Fleet Auxiliary and Royal National Lifeboat Institution.

■ Shipmate Joan Kelly was representing *Navy News* at Conference and her full report will appear in our August edition.

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THE JOINT Services rowing regatta at Peterborough produced some excellent results for the RN&RM who had crews in almost every final.

S/Lt Karen Allsford (HMS Northumberland) had a close but confident win in the women's novice single sculls.

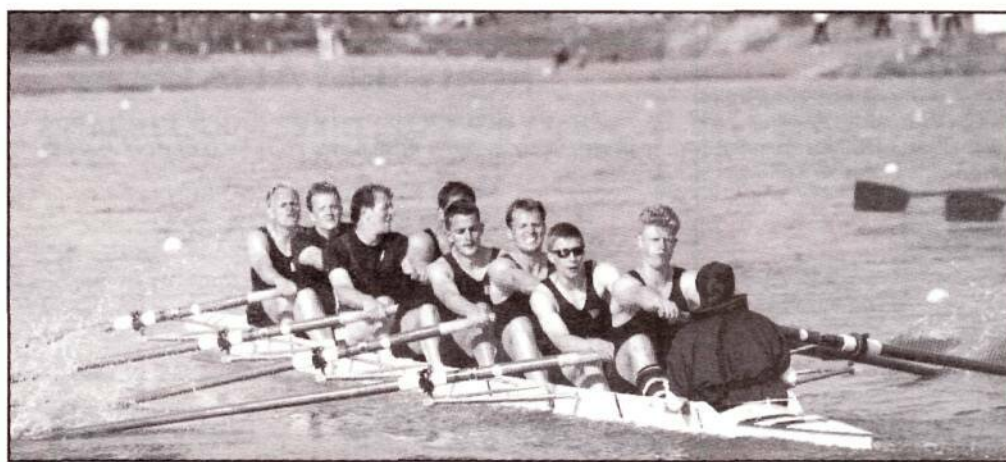
In the men's senior 2 coxed fours the combined RN/RM crew of Lt Andy Clarke (Seahawk) S/Lt Dave Gillets (Durham URNU), Lt Dave Woolley (Rosyth) Lt Rob Unsworth (HORM) and LSA Adrian Langmead (CTCRM) came first in the final with Bath-

based RN personnel a close second.

The men's eights were determined to even the score against the Army having narrowly lost the Head of the River Race to the Royal Engineers in March.

In the main race of the day the RN made up 500 metres to overtake the RAF and were just half a length behind the Army in the fastest race of the day.

RM&RM rowing crews train regularly in Plymouth, Portsmouth, Bath, London, Yeovilton and Dartmouth. For details contact Lt Robert Carr at Abbey Wood on 9352 35565.



● The RN&RM squad in the final of the men's eights, who came within half a length of victory.

CRICKET ROUND-UP

NAVY cricketers played six matches in the last few weeks, but finished second in all but one of them, reports Lt Cdr Jim Danks.

In an entertaining match against Incogniti at Portsmouth over 900 runs were scored in two days.

After a sporting declaration by the opposing skipper at 300 for 3, the Navy responded with 251 for 2 declared.

In a quick chase for runs, Incogniti made 168 for 7 leaving the Navy a target of 220 from 37 overs. A thrilling onslaught by Mne Sean Needham, 66 from 38 balls (including 14 fours) ended when he was caught with the score at 101 from 13 overs.

But the tempo was maintained and the Navy achieved their task with 220-4 in just 28 overs, a six-wicket victory for the Navy.

Downhill

But the next five matches were to provide only disappointment for the Navy side.

Against the MCC Young Cricketers at Portsmouth, the Navy were put into bat and were dismissed for 148. The visitors responded with 150-5 to win by five wickets.

The Navy were 175 all out against Oxford University at the Parks and Oxford batted steadily to a four-wicket win with 176-6.

Middlesex 11 batted first in their match at Portsmouth and reached 300-7 and the Navy finished 123 runs behind with 177-7.

The RN were second best in all departments in their first match against England U19s. They made 210-6 in their allotted overs and the youngsters won by eight wickets with ten overs to spare with a score of 211-2.

The Fire Service made 214-6 at Portsmouth before a familiar collapse saw the Navy all out for 203. Clearly, there needs to be improvement in all departments in the run-up to the Interservices.

JULY FIXTURES: London Banks at Portsmouth (1st) Civil Service at Bath (22nd) Midland CCC at Portsmouth (29th.)

RN Runners are streets ahead

ROYAL NAVY runners have continued to dominate South Coast road races, winning the Plymouth Half Marathon, Portsmouth D-Day 10km and the Southampton 10km.

Dai Roberts cruised to victory in the Southampton race in 30 minutes 46 and his time of 31 minutes 15 gave him his third win on the trot in the Portsmouth D-Day event.

And Navy cross country champion Mark Croasdale's superb time of 68 minutes in the Plymouth 'half' put him in front of a record field of 1,569 runners.

Fellow CTCRM runner Chris Cook came 6th in 72 minutes 30 and Al Rich (Osprey) came in 10th to win the veteran's title in 74 minutes 22. Claire Norsworthy was the 4th lady home with 82 minutes 9.

Meanwhile, the RN Athletic Club's long-distance specialists helped the club to win the 63-mile Wessex Ridgeway Relay.

The Navy four-man team of Simon Sheard, Al Rich, Pete Walker and Tony Chuith won the race comfortably in 6 hours 40, faster, even, than the six-man teams who had entered.

The RNAC also won the third Southern League fixture at Salisbury and the club is now riding 6th in the table of 30.

Man of the match was between Andy Dawkins for his excellent shot result, Ginge Gough for winning the 5000m and Dean Fernie who won the B string 100m and 110m hurdles, and the decision went Dean's way.

Skipper seeks top yachtsmen

A ROYAL NAVY team will be entered in the Southern Cross Cup and Sydney-Hobart yacht races in Australia.

Sponsorship by the RNSA will make it possible for the Navy team to charter a state-of-the-art IMS 45ft yacht for seven races between December 5 and January 6, ending with an "ocean classic".

It is hoped that the Navy entrants will form part of the three-boat British team and the aim is to win, not just to compete.

RN, RM and Reserve staff who are interested should send a resume of their experience and availability to RN team captain and skipper Lt Cdr Mike Broughton of 815 NAS, HMS Osprey, Portland, Dorset DT5 1BQ.

Soldiers bow to Sultan strength

HMS SULTAN'S boxers have been back in action, facing 42 Svy Eng at Hermitage Barracks, Newberry, and the result was a 5-1 victory for the Navy.

The contest opened with three rounds of non-stop action between MEA Maughan and L/Cpl Mothershaw which saw the Army win on a close majority decision.

At Superheavyweight LAEA Law had Spr Wright reeling into the ropes the fight was stopped in 1 minute 30 after a straight right cross floored the soldier.

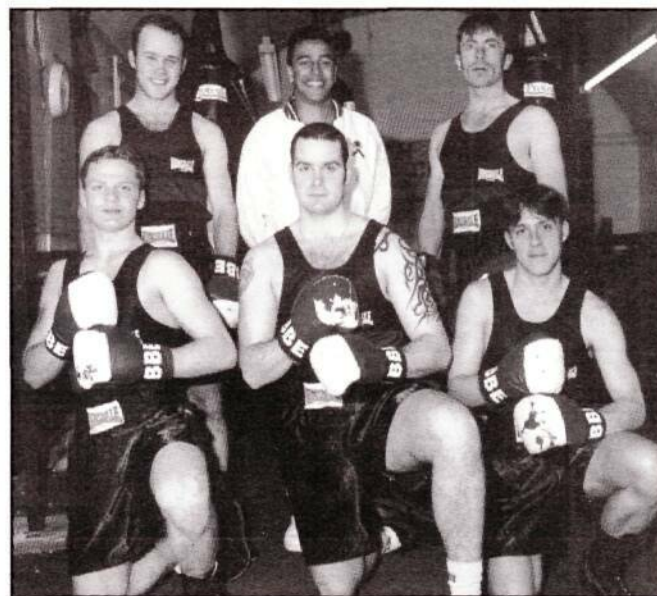
Standing counts

Lt Lavin forced Spr Vander to take three standing counts before the bout was stopped in round two and at Middleweight LAEA Bond was a unanimous points winner after three gruelling rounds.

MEM Willis made his Sultan debut in classic style, out-boxing the Army's L/Cpl Gomez with a long jab and excellent footwork for another unanimous points win.

The last bout of the night saw LAEA Patterson's hard and accurate punching and superior ringcraft out-point the experienced Army favourite Spr Connetta for a clear Navy win.

LPT Q Shillingford was delighted with the result, the last show of the season for Sultan's boxing squad.



● Sultan boxers (from back left) LAEA Bond, LPT Q Shillingford, Lt Lavin, MEM Willis, LAEA Law and MEA Maughan. Picture: LA(PHOT) Artie Shaw, HMS Sultan Photographic

In brief

Marines win Three Peaks Yacht race

AS NAVY NEWS went to press the Royal Marines pulled off a spectacular victory in the Three Peaks Yacht Race.

Their 400 mile sail around Britain was broken up by a 24-mile run up Mount Snowdon, 32 miles on Scafell Pike and 17-miles on Ben Nevis. For a full report and pictures, see next month's sports pages.

Airmen take tennis title

NAVAL Air Command won the Men's Intercommand Lawn Tennis Championship at Portsmouth.

The holders of the title, Fleet, were unable to field a team in this year's event and rain meant most of the matches had to played indoors.

Naval Air Command, who finished last in 1996, were presented with their prizes by RNLTA Chairman Capt Colin Hamilton. Portsmouth were the runners-up.

Medals for RN fencers

THE RN fencing squad won a total of ten individual medals at the Inter-service Championships.

And Lt Cdr Adrian Olliver retained the prestigious Champion At Arms title for the second years running with LAEM Needham coming joint second.

In the team events the RN finished third overall but the fights were keenly contested.

Fratton Park 'taken over'

THREE senior rates officiated for the Police Cup Final at Fratton Park, home of Portsmouth Football Club.

WO(R) Dave Goldie, CPO(SA) Steve Cox PO(R) Steve Barr and (ex-POMEM) PC Pete Haywood took charge as Portsea Police beat Bitterne 3-0.

CPO Cox, a lifelong Pompey fan, said: "I've always wanted to play at Fratton Park, I suppose refereeing a final is as close as I'll get!"

Equestrians doing well

THE RN show jumping and eventing teams have been competing almost every weekend for the last few months.

The RN were second at Larkhill Horse Trials and Lt Cdr Peter Greenwood (Invincible) Lt Cdr Paul De Jonghe (Edinburgh) Lt Julia Bolt (FOSF) came joint 5th of 20 at Aldershot.

At Larkhill Horse Show teams were placed second and third and Lt Cdr Greenwood and Lt Rachel Firth achieved individual placings.

And at Melton Mowbray PO (RNR) Norman Campbell became the first Naval equestrian to qualify for the Royal Tournament.

North Yorks win is first for 15 years

THE NAVY put up a sterling performance in the annual match against North Yorkshire and defeated the county side for the first time since the fixture started in 1985, writes Cdr Gary Skinnis.

The weekend was split into two delightful courses at Scarcroft GC and Leeds GC the following day. Both clubs lived up to renowned Yorkshire hospitality and entertained the Navy team royally.

Wtr Ian Learmouth (Neptune) was making his debut for the Navy. Teamed with POPT Bill Stretton (Heron) he gained a creditable win in his first match, the warm-up fixture at Scarcroft.

Further success from the pairings of Lt Cdr Pat Lynch (FONA) and Sgt Bill Parker (847 NAS, WEM Alistair Westbury (COMCEN Whitehall) and PMA Scott Gilbert (DMST Aldershot) and Lt Peter Smith (DRA Malvern) and Cpl Chris Graham (RMR Bristol) ensured an overall victory of 4-2 to the Navy.

Leeds Golf Club proved a stern test for the golfers and the County side were confident that their run of success against the Navy would continue.

But an unexpected lead of 5-1 after the morning four-somes formed the basis of a well-earned victory, the Navy's first in this fixture.

Pre-lunch wins were recorded by the pairings of the team Captain CPO Eddie Comerford (Caledonia) and LAEA Terry Taylor (Sultan) and Lt Cdr Kevin Seymour (899 NAS) and Capt Steve Williams (CINCFLEET), Lynch and Parker, Westbury and Gilbert and Smith and Graham.

Record breakers

With such an impressive half-way lead, confidence was high and an easy victory was expected, but doubts were sown during the afternoon singles as the home team amassed too many points for comfort.

However, with Parker securing a win towards the latter end of the field, a very satisfying 10-8 win was secured. Other singles wins came from Westbury, Lynch, Gilbert and Seymour.

In a weekend of record making, all 12 members of the team achieved at least one win, and four (Lynch, Parker, Westbury and Gilbert) record a 100 per cent success rate,

and with much of the squad young, up-and-coming players the future of Navy golf is looking very bright.

Having finished in final place in last year's Graham Butler Trophy at Ferndown, a small team of four went to this year's event, the weekend after Yorkshire, bent on restoring Navy pride.

Westbury and Gilbert teamed up again and although not at their best in the first two rounds, they managed to record respectable scores of 79 and 78 in difficult conditions.

Their talent emerged fully in the final round, when, in almost gale force winds, they returned an excellent score of one under par 70. This was the best of the day and equalled the low round of the whole event.

The second pairing of Comerford and Taylor were never at their best during the weekend but hung on grimly in support. The team managed a creditable 12th overall, finishing above both the RAF and Army teams, and ensuring an invitation to next year's event.

As Navy News goes to press, the Navy stroke play Championships is underway at Woodbury Park, Exeter. For a full report, see August's issue of Navy News.

Sport



Lady triathletes voted best team

AFTER another outstanding season in which they were crowned Interservice Champions for the fourth year running, the Ladies Triathlon Team have won the Navy's top team award.

The ladies, who are also national team champions, were presented with the Sports Control Board Team Cup on board HMS Victory by Admiral Sir Michael Boyce in recognition of their achievements.

Pictured above are (l to r) LNN Jeanette Beaton (HMS Drake) LWren Vickie Norton (HMS Drake) POWren Anita Freedman (HMS Dolphin) and POWren Lindsay Grady (HMS Raleigh).

Karate association planned for the RN

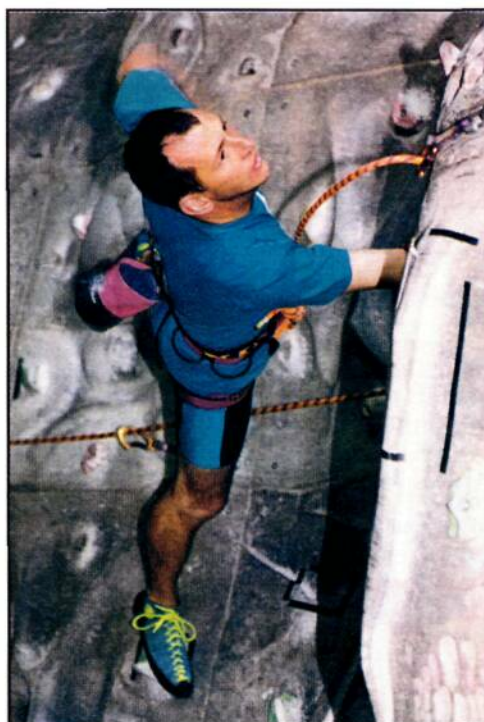
THE BUSHIDO-KAN Karate Club in HMS Neptune is seeking other Navy Karateka to form an RN Association.

Interested parties should contact WO Gardiner, SOA(N), HMS Neptune, HMNB Clyde. Telephone 01436 674321 ext 3541.

Climbing contest is off the ground

CLIMBERS from the Submarine Service were in peak condition for the first ever RN & RM Mountaineering Club indoor competition at Gloucester, writes Lt Mick Cook of HMS Sultan.

Judging from the results, members of the 'Silent Service' who went in for the new contest must have been spending much of their time ashore training for the event.



Competitors were able to compete in free climbing and bouldering categories at the inaugural event which was held in the City's 'Warehouse' Climbing and Leisure Centre.

In the free climbing category, 13m climbs of varying difficulty were set to test the strength and skill of the competitors.

And in the bouldering, climbers were to overcome as many of the 15 set as possible in the time allowed, whilst still saving some energy for the free climbing event.

Overall winner

The overall winner of the competition as well as 1st and 3rd places in the HVS to E1 class, 1st place in the E2 and above and 1st in the bouldering category were all submariners.

The winners were; WEM(R) Paul Ruddlesdin, HMS Dolphin (Overall Winner) AB James Barnes, HMS Sutherland (up to and including VS) POMEA Gary Jackson, HMS Turbulent (HVS to E1) LMEM Billy Bain, HMS Vigilant (E2 and above) Lt Karen Cahill, HMS Cardiff (Best Lady) Lt Cdr Tim Reynolds, Centurion (Best Veteran) RM Condor (Team Prize) and LMEM Billy Bain (Bouldering).

The event was sponsored by Cotswold Camping, Edelweiss ropes and harnesses, High Places and Power Bar. Prizes were presented by the RN&RM Mountaineering Club President, Brigadier David Nicholls RM.

● **Gripping stuff** (left) Lt Cdr Tim Reynolds from Centurion (Best Veteran) tackles the overhang on the HVS to E1 free climb route.

Picture: LA(PHOT) Hughes, FOSF Photographic Unit.



● Bill Clinton with Capt Annette Picton (left) and LWSA Di Lloyd.

President says 'Hi!'

GET INVOLVED with the RN Women's Lawn Tennis Association and you just don't know who you might meet!

At the end of last season, ten players took part in a 12-day tour of the USA and after their first match at Arlington, they were invited to watch President Bill Clinton tee off on an adjacent golf course.

When he arrived, the President was happy to pose for several pictures and was presented with an RNWLTA pennant as a memento!

Reminder

Players of all standards are reminded that the RN tennis championships take place at Burnaby Road, Portsmouth, July 26 to 29.

The Interservices take place at Wimbledon on August 4 and 5. For details call WO Nicki Hudson on 01792 654208 (work) or 899956 (home)

Sailors conquer SE Asian peak

A TEAM of sailors from HMS Fearless reached the highest peak in South East Asia while the ship was in Sabah.

Following the well established Mount Kinabalu summit trail, the group spent the first night at Laban Rata more than 12,000ft above sea level.

During the ascent the climbers came upon a mountain guide suffering a Grand Mal seizure.

But with three members of HMS Fearless's medical section in the group, including the ship's doctor, Surg Cdr John Gabb, the man was properly attended to and was able to make his own way down the following day.

Setting off for the summit at 3am and traversing the Panar Laban rock face, the team reached the summit of Low's Peak (13,670ft) just in time to watch the sunrise.

Sailors in HMS Fearless sponsored AB Esther Garland and LMA Andrea Bradley £600 for the climb and the money will go to the NSPCC.

● On the summit of Mt Kinabalu (from top left) Cpl Sean RM, CMEA Chris Dlugosz, Surg Cdr John Gabb, AB Garland, CWTR Mark Whitty, LMA Bradley, CPOMEA Neil Whiteley, Lt Kevin Tucker and CCWEA 'Andy' Anderson.



● The breathtaking view of Kinabalu, the highest mountain in SE Asia, which greeted the team on their arrival at Sabah Park HQ. Pictures: Dominic Blake, Navy News

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Birmingham's Commanding Officer saved after Italian helicopter goes down



● HMS Birmingham arrives home in Portsmouth after her eventful deployment with NATO's Standing Naval Force Mediterranean.
Picture: LA(PHOT) Tam McDonald, FOSF

Destroyer ends a 7-month odyssey

HMS SOUTHAMPTON was due to return from Armilla Patrol duties in the Gulf on June 25 after more than seven months away.

The Type 42 destroyer stopped and searched over 20 vessels while enforcing the UN embargo on Iraq. She also exercised with the navies of the Gulf Co-operation Council states - Oman, Kuwait, Qatar, the United Arab Emirates, Saudi Arabia and Bahrain - as well as other Allied nations.

Royals conquer Himalayan peak

ROYAL Marines Sgt Nigel Lane and Cpl Neil Peacock have returned home after becoming the first Britons to climb the 24,000ft Himalayan mountain Gimmigela (The Twins). It has only been scaled once before - by the Japanese. The British duo reached the summit by the previously unclimbed South-West Ridge.

SHIP'S CO ESCAPES IN FATAL AIR CRASH

THE COMMANDING Officer of HMS Birmingham escaped serious injury when an Italian navy helicopter in which he was a passenger crashed into the Mediterranean, killing the CO of an Italian warship.

Cdr Michael Evans and the Italian officer were returning to their ships in the Augusta Bell aircraft. As it approached

the Birmingham it clipped the edge of the flight deck and plunged into the sea.

Cdr Evans suffered only minor

cuts and bruises, and with the two Italian aircrew was rescued and taken on board the Birmingham. The Italian commander's body was recovered from the wreckage. He and the aircraft were from the frigate Scirocco.

The accident happened off Gibraltar where the COs of NATO's Standing Naval Force Mediterranean had been meeting on the Greek frigate Limnos. At the time visibility and sea state were good.

The Italian aircrew were taken to Gibraltar for treatment for minor injuries. The Birmingham sustained minor damage to her stern but the next day continued her programme with Cdr Evans in command.

An Italian-led inquiry was being held.

PO dies during Gib cave dive

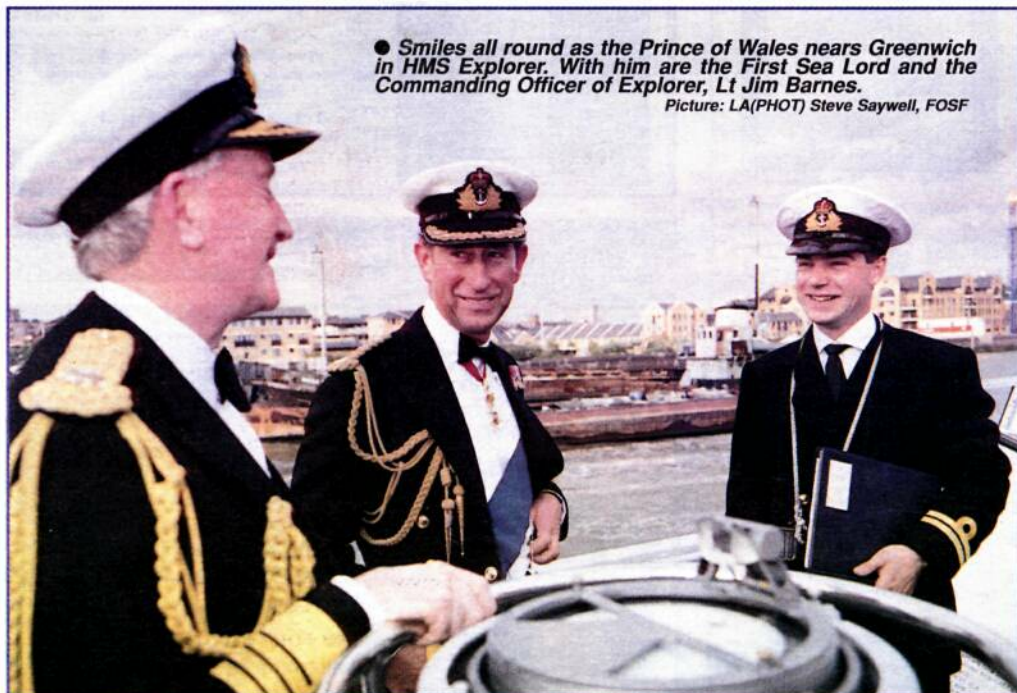
A BOARD of inquiry has been set up to find out why a petty officer died during a dive to explore underwater caves in Gibraltar.

POWEM(R) Joe Baker (34) was training on The Rock and was diving in a network of caves on May 31. His two Service companions noticed he

was missing when they surfaced and began a search.

They found PO Baker unconscious in 20m of water. They brought him back to the surface and tried in vain to revive him in the team boat. He was taken to hospital but was dead on arrival.

PO Baker was based at Poole and had a wife and family.



● Smiles all round as the Prince of Wales nears Greenwich in HMS Explorer. With him are the First Sea Lord and the Commanding Officer of Explorer, Lt Jim Barnes.
Picture: LA(PHOT) Steve Saywell, FOSF

Farewell in style

THE LAST MAJOR event in the 124-year history of the Royal Naval College at Greenwich proved to be a glittering and stylish affair.

Principal guest was the Prince of

Wales at an event designed to mark the Navy's eventual departure from the site and to celebrate the college's achievements.

Hosted by the First Sea Lord and Navy Board, the occasion was witnessed by Defence Secretary George Robertson, Armed Forces Minister Dr John Reid and Defence Procurement Minister Lord Gilbert.

Prince Charles arrived at the college by river on board the patrol vessel HMS Explorer, escorted by HMS Example, both of which are members of the Inshore Training Squadron. He was accompanied by the First Sea Lord, Admiral Sir

Jock Slater, and by the Flag Officer Training and Recruiting, Rear Admiral John McAnally.

The Prince was welcomed to the college by the Admiral President, Rear Admiral Jeremy Blackham, before reviewing a guard of honour formed by personnel from the frigate HMS Campbelltown and Royal Marines musicians.

After a thanksgiving service in the chapel, the Prince of Wales addressed the Navy Board, mess members, former Admirals President and other distinguished guests in the Painted Hall.

A Royal Marines Beat Retreat ceremony followed.

Marines ban on Cyprus training

ROYAL MARINES training in Cyprus has been stopped after three Marines were charged at Larnaka civil court with indecent exposure in a bar in the resort of Ayia Napa.

The Ministry of Defence told Navy News: "Royal Marines Commandos have revised training on the island and in deference to local sensitivities and to avoid any possibility of further incidents it has been decided not to conduct any training by RM personnel in Cyprus in the short term."

JUNGLE MUSCLE

■ From front page

four days training them in basic landing craft operations. We were happy that their drills were good and a mini-raid exercise we put them through really set them up for the amphibious assault with 40 Cdo."

The Commanding Officer of HMS Fearless, Captain Malcolm Williams, said: "The landing craft went in on time and the flight deck operations were carried out in complete darkness and radio silence. The guns and sticks of personnel, both from Malaysia and 40 Cdo, were ferried ashore continuously for about two hours. It was really very impressive indeed."

Muka Wave, commanded by Commodore Amphibious Warfare, Commodore Paul Stone, was the last major amphibious exercise of the Ocean Wave deployment.

40 Cdo are scheduled to leave Fearless at Singapore at the end of July to fly to South Africa for the biggest joint exercise with the Republic since World War II.

■ Pictures and more reports - centre pages.

Scott makes her entry

THE NEWLY fitted-out survey ship HMS Scott entered Plymouth for the first time on June 17 as a Devonport-based ship.

She arrived on passage from Portsmouth where she was docked to have her multi-beam echo sounder installed.

Scott, at 13,500 tonnes the largest survey ship built for the Royal Navy, will become a member of the Hydrographic Surveying Squadron.

She is the first Royal Navy ship to operate a crew rotation system by which only 42 of the ship's company of 63 will be embarked at any one time. This allows her to be operational for a minimum of 307 days of the year.

Her spaciousness allows each person on board to have their own cabin, and there is even a gymnasium big enough for basketball.

Scott's first Commanding Officer is Capt Robert Mark.

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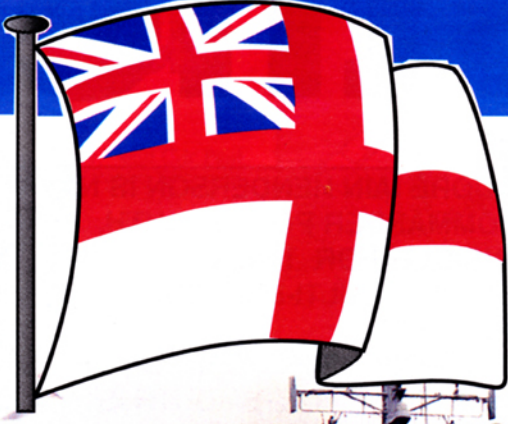


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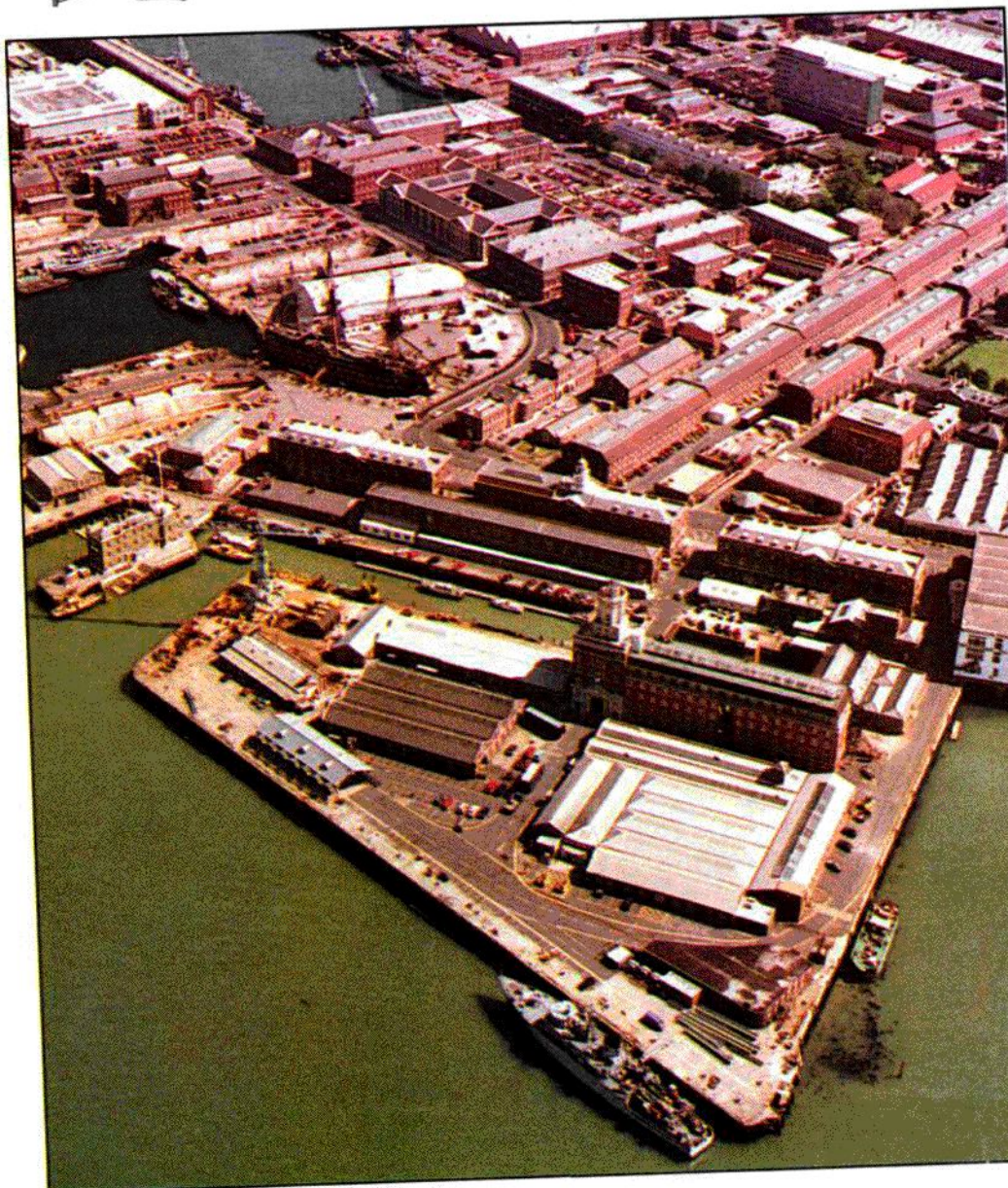
New challenges for historic naval base

Navy News supplement, July 1997



Written by Mike Gray; front-page montage by PO(PHOT) Dizzy de Silva, FPU

On the



THE POSITION of the offices of Naval Base Commander Portsmouth acts as a permanent reminder as to why the base exists.

Housed in historic Semaphore Tower, almost on the South Railway Jetty, Commodore Henderson is in no doubt as to the importance of the warships which berth below his windows, or slip through the narrow mouth of Portsmouth Harbour.

There is also no doubt in Cdre Henderson's mind that his organisation can live up to high expectations, both his own and those of the commanding officers of Her Majesty's ships.

"I believe that Portsmouth has a very bright future," said Cdre Henderson.

"We are home for half of the Royal Navy's surface flotilla, and the projections for the foreseeable future show that we are going to maintain the numbers and indeed in some areas increase our commitments.

"My aim first and foremost is to make sure that it is the ships that are given the best possible service we can provide.

"I stress this as I go around and meet people and say that no matter what job we are doing we are here in support of ships and we shouldn't lose sight of it."

It has been a period of change

COMMODORE IAIN HENDERSON IS NAVAL BASE COMMANDER PORTSMOUTH, RESPONSIBLE FOR THE EFFICIENT RUNNING OF A MULTI-MILLION POUND ORGANISATION. HERE COMMODORE HENDERSON TELLS NAVY NEWS HOW PORTSMOUTH IS SHAPING UP AFTER FIVE CENTURIES OF SERVICE TO THE ROYAL NAVY.

and uncertainty since Cdre Henderson took over in the spring of 1996, when the post of Flag Officer Portsmouth was replaced by the one-star NBC, but with hindsight it would seem to have been a sound development.

"I do believe that it has worked extremely well.

"We have got a management board which, I believe, reflects the requirements of the Base. We are all pulling together very well as a team and indeed are now looking to April 1 1998 when we will have a fully-integrated Naval Base."

The plan at that point is that the RN Supply Depot and RN Armament Depot will both come within NBC's remit, instead of having two equivalent bosses - resulting in a more coherent structure.

"Having spent two years up in London in the Directorate of Naval Plans, where one saw the Naval programme being put together each year, and very tough choices had to be made and important projects couldn't find room because there just wasn't the money, it very much reinforced one's belief that we simply had to get the best value for money possible out of every part of the Navy.

"We should not be ashamed to embrace the business culture, and to try to squeeze as much juice as we can out of the lemon - I don't see why anyone should win prizes for running a show which is less than highly-efficient.

"Of course, the more you can save in efficiencies, the more you

can put towards the front line, and it's jolly important that the front line has got what it needs.

"I run this organisation, I hope, in a businesslike way, but without treating it as a business - because defence is not a business.

"And I think that bringing the best of commercial practice into our military structure is extremely good.

"After all, I am also a taxpayer and I don't see why we should spend a pound more on defence than we have to.

"It's people like me who need to ensure that every taxpayer gets best value for money."

As the 20th century draws to a close, there is a sense that Portsmouth is finding a role for itself which straddles old and new.

"I believe that there's a very positive feel in Portsmouth; there's been considerable collective will to get the place looking good physically, which I think is helpful - if it looks right, the chances are it is right - and we have been pursuing a very large number of initiatives, including such things as ISO-9000, Investors in People, benchmarking, and just generally trying to get the best value possible for money which I hope means the best value for ships as well.

"Besides the ships themselves there is a large number of lodger units here, and again we do our best to take their wishes into consideration; we formed a co-ordinating committee last year which has representation from all our lodger units so hopefully they feel they are involved in what is going on in the Naval Base.

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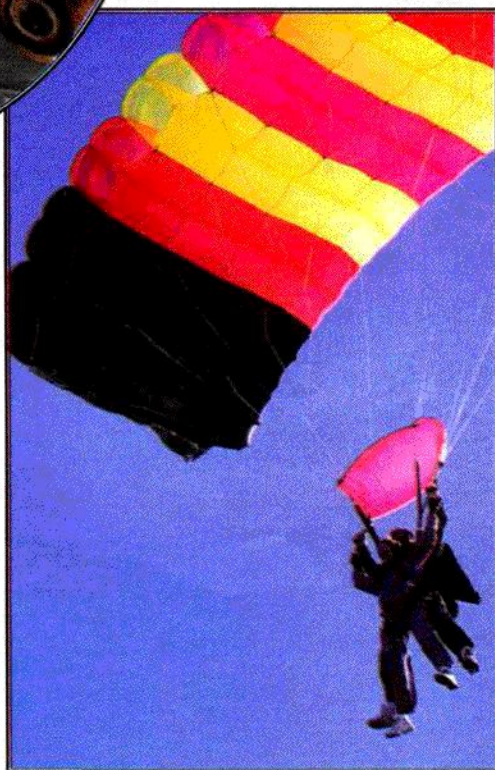
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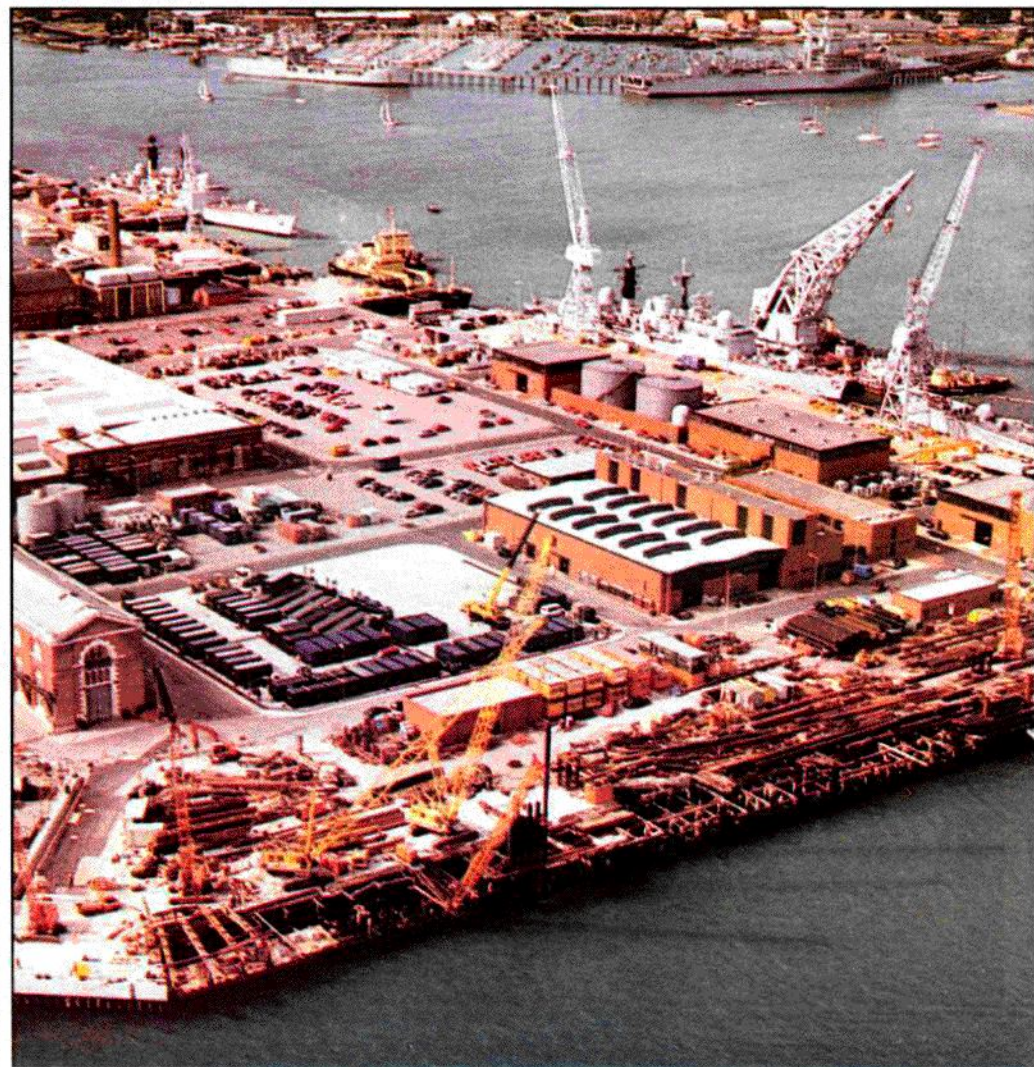
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Waterfront

"And one of the other major parts of the base of course is the heritage area, which although it is run by other people, nevertheless stands within the Naval Base."

I welcome it very much indeed. I do believe that heritage has got an important part to play, and I particularly like the fact that my offices here in Semaphore Tower are actually within the heritage area and therefore the British public sees today's Navy going to and fro – you have ships alongside at South Railway Jetty – so there isn't a physical divide between the old and the new.

"I'm particularly privileged that I'm sitting here in my office, or driving around, and I see today's ships and also see HMS Victory, which I think is the most important representation of the Royal Navy."

With the rapid reassessment of

defence needs in the post-Cold War period, both Faslane and Devonport naval bases established niches for themselves – but Cdre Henderson is content that Portsmouth has an equally strong identity in terms of the modern Royal Navy.

"There are three core capabilities in the Royal Navy; aircraft carriers, amphibious ships and nuclear submarines."

"Of these, we have the carriers and the amphibious assault ships based here, so we currently have two of the three core capabilities."

"We have a very good mix of the Surface Flotilla in the form of Type 42 destroyers, and we very much welcome having a squadron of Type 23 frigates based here – it is very good to be able to have the newest class of ship in the Navy."

"And I don't think one should lose sight of the mine countermeasures vessel (MCMV) force – I think things such as the Gulf War have highlighted that they may be small ships but they are actually vital – without them, you cannot get big ships through mined waters."

"Mining is a very cheap thing to be able to do, and so MCMVs are of increasing importance, I would suggest, as we are in an era of potential littoral warfare."

"So we've got the Hunts here, and we have Fishery Protection Vessels – we know what an important job they do on behalf of the Government."

One fly in the ointment is the fate of the Fleet Maintenance and Repair Organisation – FMRO – which has been subject to market-testing under the previous government and was expecting a crucial announcement when the General Election put everything on hold.

"We are now in a period of waiting and the outcome will be either the in-house bid team will be awarded the contract or one of the three commercial bidders," said Cdre Henderson.

"Whatever the outcome it's very important that the Navy wins in this."

"And, whatever the outcome, I would like to publicly praise the FMRO in-house bid team who worked incredibly hard in order to put their bid together."

"It was enormous dedication and I congratulate them on it."

Other problems include the efficient utilisation of buildings and infrastructure which were designed and built for a Navy which has long been consigned to history books.

"It's true to say in order to preserve our front-line capability unfortunately the infrastructure has not received the attention that people would like to have perhaps given to it because of financial pressures," said Cdre Henderson.

"However, it has caught up with us now, and Portsmouth is certainly suffering from some very old infrastructure – in particular the jetties."

"We have entered submissions in order to have the jetties refurbished – and come what may they will have to be repaired, because they are getting towards the end of their useful lives."

"The jetties are historic, and of course they are not cheap to repair, but in order to be able to operate successfully into the 21st century we must have an infrastructure which can support a modern fleet."

"Indeed, you could say the same goes for the whole of the naval

base; that by-and-large any commercial practice would have knocked down old buildings and put up modern replacements, which would be much more cost-effective."

"Of course, we have got all these wonderful old Georgian buildings in here which are lovely to look at, but are very expensive to maintain, so I'm afraid we have to try to cope with this as best we can."

Paradoxically, a leaner-manned surface flotilla will, in Cdre Henderson's view, be a good thing for naval bases.

"There will always have to be base ports for ships, and I suspect that with ships becoming more and more lean-manned there is going to be more and more that a naval base is going to have to do in terms of provision of services for ships."

"In the same way that we give Type 23 frigates a lot more personnel support than the older Type 42 destroyers, this will continue when the next generation of destroyers comes in as a replacement to the Type 42s and so on, so I see an augmented role for naval bases."

On a personal level, Cdre Henderson is happy to wrestle with the problems both large and small which he encounters daily.

"I can honestly say I cannot think of a more rewarding job, because every day there is something to achieve; it may only be a small thing but you do feel you are moving forward."

"Of course there are a lot of problems and difficulties, but that's no different from anybody else who is involved in an organisation of this size and complexity, with an annual budget of over £100m."

"It's extremely rewarding and I suppose one would wish to drive down the path of being given as much delegation and autonomy as possible."

Cdre Henderson is keenly aware that his buoyant outlook is not always shared by the workforce – but he feels it is an important facet of the base's profile.

"One must always be sensitive to people and their needs," he said.

"I am an ardent believer in the combined role of leadership and management."

"If you do it properly, morale should remain generally good."

"On a day-to-day basis you will get fluctuations, but I believe that within the naval base there is a sense of purpose, people do believe in the place and what is achieved, and they can see they are



● Man in charge – Naval Base Commander Cdre Iain Henderson.

doing better as time goes on.

"I walk around and speak to a lot of people and I am not aware of anything other than a positive approach to the job."

"I think we are privileged to be on the waterfront, where we can actually see the people who we are

serving, and consequently people respond to it."

"I would like to feel that this place is focussed, people know what direction we are going, why we are going there and that we are trying only to pursue the things that are relevant and actually matter."

Industrial complex by the sea

PORTSMOUTH Naval Base is a multi-faceted industrial complex of customers and providers, to use the business terminology which peppers military jargon today.

One thing is paramount – the ships of the Royal Navy are the reason why everyone is here, and all efforts are directed to ensuring they get the best possible service at the best price.

But delivery of that service has changed out of all recognition in the past two decades, a process which has accelerated more recently with the establishment of the Naval Bases and Supply Agency (NBS), part of Naval Support Command.

Tied in with that reorganisation was the embracing of the Competing For Quality (CFQ) programme, most visibly at HMS Nelson, where facilities management company Amey FM has taken over a number of tasks previously carried out by service personnel or civil servants.

Accordingly, Naval Base Commander (NBC) Commodore Iain Henderson has presided over the creation of a five-year Corporate Plan, outlining the base's objectives and strategies in order to meet the requirements of the Fleet.

NBC's empire is split into six business sectors, run by senior managers.

- The Naval Base Business Manager.
- Captain Fleet Maintenance.
- Director Fleet Maintenance and Repair Organisation.
- Captain Base Services.
- Queen's Harbour Master.
- Commodore HMS Nelson.

Their roles are outlined on page VI.

The relationships

between agencies in the Naval Base are complicated – NBC tasks Commodore Nelson in certain areas such as catering and stores support, while Second Sea Lord – both Naval Base lodger and ultimate owner – requires personnel functions to be performed by Nelson in support of the base, ships and Naval personnel worldwide.

Somewhere between a lodger unit and a part of the base is the RN Store Depot, due to be brought under the control of NBC in April next year, and which will eventually see the massive Central Storage and Distribution Facility in the Naval Base handle 80 per cent of the Surface Fleet's supply chain – over one million transactions a year, with stock valued at £1.25bn.

The brave new world of military business is demonstrated by the two major CFQ initiatives of the base and Nelson – the market-testing of FMRO and a ground-breaking facilities management project by Amey FM.

Workers at FMRO are still awaiting a decision on the success of their in-house bid against outside competition; it was delayed by the General Election, and is expected shortly.

Over at Nelson, the first year of facilities management ends in September, and Amey FM's Phase 1 success will be assessed in ten areas, including catering support, cleaning, grounds maintenance, motor transport and mail and messenger services; the potential exists to release more Naval billets into more operationally-minded employment, in business parlance.

Any savings which accrue will be split between Nelson and AFM.

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Portsmouth Naval Base is home to a more than 50 RN vessels, from aircraft carriers to inshore patrol craft. Here *Navy News* look at the main groups of ships to be seen in the harbour, their roles, and how the Portsmouth contingent might shape up at the start of the new millennium.

● Sea power – aircraft carrier HMS *Illustrious* undergoing rigorous sea trials.



Smaller ships have major roles to play

ALARGE percentage of the ships based in Portsmouth may not quite measure up to the massive battleships and carriers of old, but earn respect in different ways.

The Hunt-class mine countermeasures vessels (MCMVs) of the First and Second Mine Countermeasures Squadrons count Portsmouth as home, as do most of the Fishery Protection Squadron patrol ships – bracketed together under the acronym MM/PPs.

The more modern Sandown-class ships of the 3rd MCM Squadron are based on the Clyde; seven more of this outstanding vessel are being built at Vosper Thornycroft in Southampton, and will start to join the Fleet next year.

Together with a fair number of the Inshore Training Squadron (ITS) craft, mainly Archer-class patrol vessels, they all work under the umbrella of Commodore Minewarfare and Patrol Vessels, Diving and Fishery Protection, or Commodore MFP, currently Commodore Christopher Ellison.

The Royal Navy is an acknowledged world-leader in minewarfare, and even though the emphasis has changed dramatically over the past ten years or so, the Navy's techniques and equipment still make it the mark which everyone else has to measure up to.

Throughout the Second World War and the Cold War, the main task was to ensure ports remained open and sea lanes, particularly those used by major warships and submarines, were swept clean.

Now the focus has moved away from home shores to coastal waters the world over.

In simple terms, the whole idea of power projection falls at the first hurdle if the power cannot be projected.

The largest ship can be crippled by a mine, or prevented from acting by the threat of mines, so mine countermeasures vessels (MCMVs) become the enablers, allowing amphibious assaults to take place.



● Watching – offshore patrol vessel HMS *Lindisfarne*.

Mine technology is a fast-moving art, with cheap plastic devices, using acoustic, pressure and magnetic triggers aided by electronic wizardry, testing countermeasures techniques and equipment to the limit.

The value of the Navy's Hunt-class vessels to the overall strategy was demonstrated in the Gulf War, when they played a leading role.

Allied to mine countermeasures are the skills of the divers, based at Horsea Island in Portsmouth Harbour, who often have to complete the tricky task of rendering a mine safe; again, in the Gulf, they were operating in extreme conditions, doing a hand-search on the shallow sea bed in oily waters.

The Fishery Protection Squadron, also based beside Number 2 Basin, claims the longest pedigree in the Royal Navy, with links stretching back to the 14th century.

Officers and senior ratings on the Island-class ships, aided by a rota of Hunt-class ships, have to gain a detailed knowledge of fishing techniques and laws in order to carry out their role as protector of fast-disappearing fish stocks, and in recent years the ships of the FPS have carried out well over 2,000 boardings annually to check paperwork, nets and catches.

The picture is completed by the Inshore Training Squadron, which generally serves the University RN Units and RN officer training, though deployments have seen these small craft flying the White Ensign as far afield as Spain and the Baltic.

The small-ships expertise of those working at MFP headquarters can be augmented by the wider pool of talent in Portsmouth Naval Base, an advantage which the group did not enjoy in their former Scottish base.

And initial fears that the 40 or so ships would be overshadowed by the frigates, destroyers and carriers of the Surface Fleet which operate around them proved groundless – the opposite has been true, in that the officers and ratings on larger ships gain a far greater understanding of the value of the MFP squadrons when the ships are there, going

Navy's flexi

CARRIER-borne air power is one of the Navy's three core power projection capabilities.

The three ships – HMS *Illustrious*, *Invincible*, and *Ark Royal* – are “highly capable and flexible,” according to Commander Paul Jellyman, former Public Relations Officer for *Illustrious*.

“They are floating airfields, capable of operating without host nation support and avoiding bad weather. During operations in the Adriatic we were often the only people able to fly when the Italian airfields were fogbound – we just went and found a clear patch of

weather.

“The fixed-wing aircraft embarked is the Sea Harrier FA2 – and with Harriers on board, fitted with AMRAAM and Sidewinder, the Harrier is probably the most capable fighter aircraft in Europe, and is also capable of delivering 1,000lb bombs.”

The mobile airfield can also operate the highly-effective RAF Harrier GR7 bombers, hugely enhancing the ships' power projection capacity over land.

Carriers are also excellent command and control platforms with the ability to provide a Joint Force headquarters afloat.

“For an operation like the Adriatic, the carrier is ideally suit-

Frigates prove d



● Latest model – HMS *Iron Duke*.

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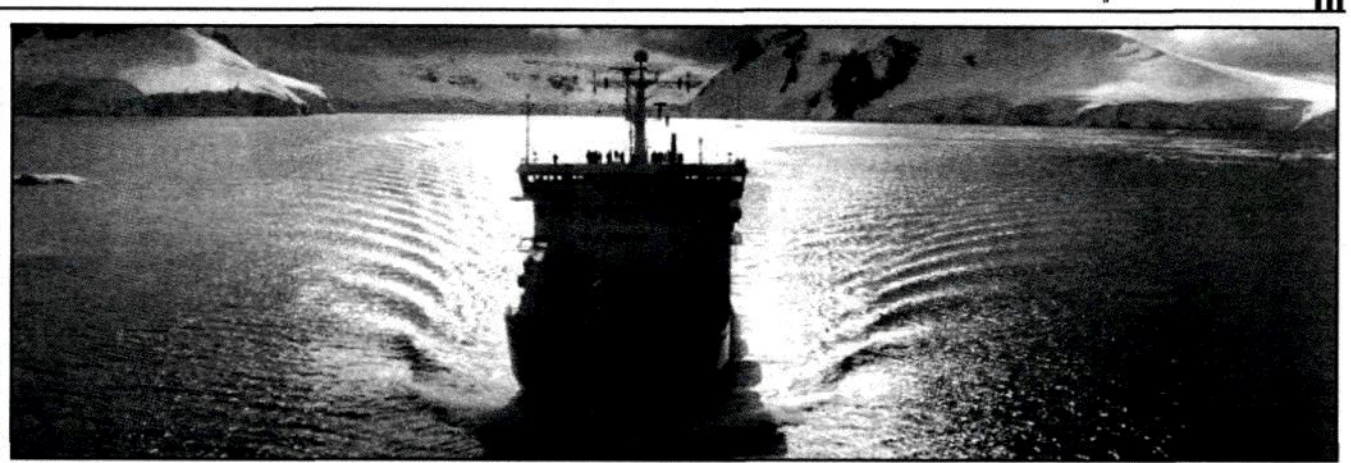
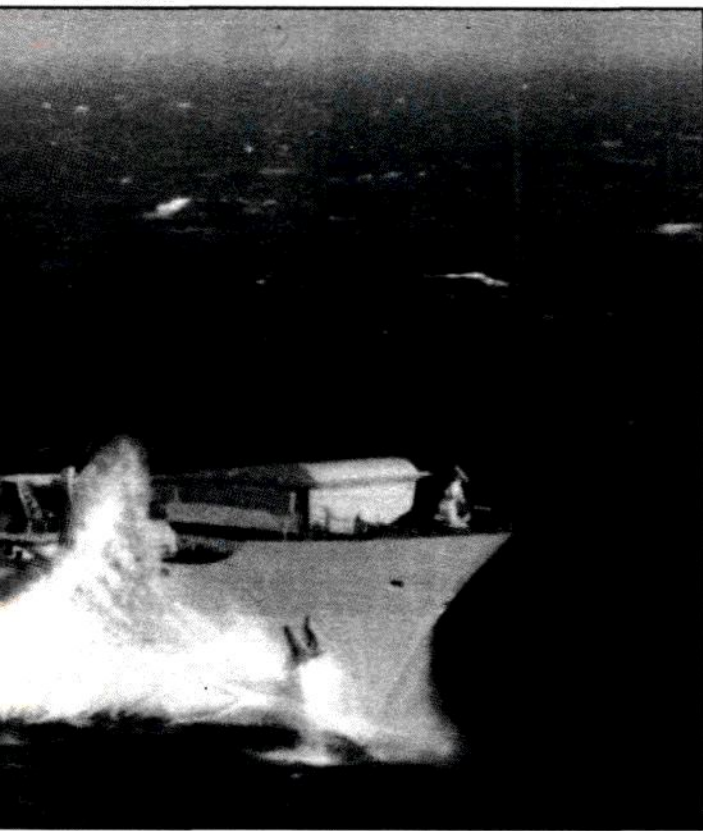
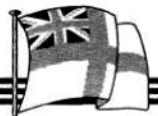
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● Force to be reckoned with – Hunt-class mine countermeasures vessel HMS *Quorn*.

Naval Base Ships



● Southern climes – Antarctic patrol ship HMS Endurance on deployment in the southern hemisphere.

ible force

to be the command centre because of its security, communications fit, space and flexibility," Cdr Jellyman. A further role is anti-submarine warfare. Whilst the emphasis on type of warfare has declined somewhat with the end of the Cold War, there is still a significant element which is increasing in regional conflicts, as regional powers start acquiring submarines. The carriers can also act as helicopter assault ships, embark 1,000 or more men and troop-carrying helicopters for short periods to amplify the capability of the command carrier HMS *Intrepid*.

ifficult to spot

The stealth technology that makes Type 23 frigates so difficult to spot in Portsmouth Harbour – it's the same technology that makes them so often at sea. The 23rd Frigate Squadron – currently six ships – is currently comprising half the 16 Frigate Squadron – has ships deployed far from the coast, demonstrating the roles of this class. In June, HMS *Westminster* was the first Duke-class frigate to be deployed (the *Marlborough* was in the Far East, having visited Korea, Lancaster had just returned from the Falklands, Iron Duke was in the Mediterranean, and is now conducting exercises in the Baltic. The last major warship to come to Portsmouth this century – was on the *St Albans* are expected to be in the next century. A decision by the Navy to replace the *Portsmouth* and *St Albans* is being made by the Navy. Lt Cdr Mark Stutterd, Officer Operations, says it is an advantage for the ships, as they have a port – an opportunity not available on Type 22s and Type 42s. Type 23s in due course, will become overloaded," said Cdr Peach, the squadron's commanding officer. Other three in build, and the *St Albans* in advance at how to support the base-port load. The squadron ships make much of the facilities in Portsmouth – we have the support from the Captain Fleet and the Fleet Repair Organisation. Our

tonnes and is 200 metres long, with a ship's company of 650, augmented by an air group of 450, giving a total of around 1,100 people.

With a Joint Force HQ embarked this could swell to perhaps 1,200.

Up to 22 aircraft can be carried, with the mix determined by the type of operation undertaken.

A 22-aircraft mixed Harrier force provides the most significant capability.

Although smaller than previous classes of Royal Navy carriers, it is widely accepted that these three ships "punch above their weight."

own in-squadron support is limited, so we do rely on Naval Base manpower.

"It really is a first-class relationship we have with the Naval Base agencies."

Type 23s were built as specialist anti-submarine warfare platforms, to patrol the deep sea corridors around Iceland and the Faroes, but they were always intended to be upgraded as technology improved, and now, according to squadron staff, have a command system which is possibly the envy of the world.

"They are also quiet, stealthy ships, with low signatures," said Cdr Peach. "Probably only one or two other general-purpose ships are more stealthy – the French *La Fayette* and Canadian *Halifax* classes – but they are the next step."

"Certainly nothing else currently compares with this ship in the numbers that the Navy is operating them."

Lt Cdr Stutterd said: "There's a lot of interest in these ships."

"The quiet diesel-electric propulsion system is being looked at by an awful lot of navies for their next generation ships."

"And they are not yet at their peak, because ship and systems have been designed to adjust and expand as the world situation dictates."

Although intended to be "lean-manned", added capabilities have seen ships' companies gradually increasing – the original size of 143 has risen to a typical 172 plus nine trainees, just six off the maximum of 187.

Type 23s also have "long legs" – they can cruise from their home base to the Falklands without the need to refuel, for example.

The Dukes are numerically the largest major warship class the Navy has built for some time, and the last of the class should serve the country well into the second quarter of the next millennium – bearing in mind that the first, HMS *Norfolk*, will have been serving the Navy for ten years by the year 2000.

Entering the twilight zone

PORTSMOUTH is home to a number of RN ships which are coming to the end of their active lives – and the question of replacements remains a thorny subject.

Perhaps the hottest potato at present is the future of the Royal Yacht, future and present.

As *Navy News* went to press, *Britannia* was approaching the furthest point of her final overseas deployment, sailing the South China Sea, and she will shortly return to home waters for a farewell cruise.

She is due to decommission at the end of the year, but beyond that her fate is undecided – several ports have expressed an interest in giving her a final berth, including Portsmouth, her home since she entered service.

As for a replacement, again there are numerous plans and proposals for designs, footing the bill for running costs, and providing a home port. Portsmouth believes it has as strong a claim on her as anywhere.

With a new government settling in, the Ministry of Defence line is that there are "plans to take a close look at the requirement for and provision of a new Royal Yacht, including the option for privately financing such a vessel."

No announcement on such a decision is expected in the immediate future.

Two more Portsmouth stalwarts are in the twilight of their careers – and their replacements will be heading west for a base port.

Amphibious assault ships HMS *Fearless* and *Intrepid*, or Landing Platforms Dock to give them their correct title, are both more than 30 years old but are still working hard.

Fearless was the subject of much media speculation over her participation in Exercise Purple Star last year, but confounded the doubters by playing an effective role in proceedings.

This year, just to ram home the point, the steam-powered veteran warship – one of only

three Navy steamships, the others being *Intrepid* and the Royal Yacht – has led the amphibious arm of the Ocean Wave deployment to the Far East on a punishing series of exercises with allied navies.

Intrepid has been a feature of the Naval Base for some time now, but she is still expected to be ready to sail within 30 days of receiving the necessary orders.

One ship which should be around well into the next century is HMS *Endurance* of the Surveying Squadron – though she spends a good deal of time half a world away from Portsmouth.

The distinctive red-hulled Antarctic patrol ship undertakes an annual deployment to the South Atlantic and Southern Ocean, returning to the UK for the summer.

At 6,500 tonnes, she dwarfs the other Survey Squadron craft based in Portsmouth – the 22-tonne HM Survey Motor Launch *Gleaner*, which has a complement of five plus one spare bunk.

● Defender of the Fleet – Type 42 destroyer HMS *Edinburgh*.



Hard acts to follow

THE ROYAL Navy's 12 City class destroyers seem to have been a fixture of the Surface Flotilla for more than 20 years – yet the newest is only 11 years old.

The first ship of the class is HMS *Birmingham*, which first commissioned 21 years ago.

The latest Batch 3 ships are 13 metres longer than the first eight ships, giving them improved sea-keeping qualities.

"This is a fully-proven and operational warship, and provides the Navy's surface ship area air defence capability," said Commander Stephen Farrington, Squadron Marine Engineer Officer for the 5th Destroyer Squadron.

"With excellent command and control facilities, these ships routinely operate with other NATO units, and particularly ships of the US Navy."

Recent upgrades to the Combat System have ensured that these ships will continue to provide credible air defence capability well into the next century.

The battle-tested Sea Dart anti-air missile system is being fully exploited by

the use of new software which fully integrates the comprehensive suite of radars.

Whilst these ships are fully employed in the Fleet they require steady maintenance to ensure their continued availability – a careful balance has to be struck between time spent in port and that deployed.

At present, RN destroyers can be found in Australasia, the West Indies and standing NATO forces, while others have been exercising, completing Armilla duties in the Gulf or undergoing refit.

"Manchester recently operated off Brest with the French on anti-submarine warfare exercises, where she acquitted herself very well – Type 42 destroyers, like their counterparts in the frigate force, are equipped with hull-mounted sonars and anti-submarine torpedoes."

When the Type 42s are decommissioned early in the next century, AAW capability will be provided by the Common New Generation Frigate.

This is a tri-national collaborative project with France and Italy which is based

around PAAMS, the Principal Anti-Air Missile System.

Significantly more capable than Sea Dart, PAAMS will counter 21st century anti-ship missile threats.

The 12 Type 42s are split into two squadrons, the 3rd and 5th, with an equal number of Batches 1, 2 and stretched Batch 3 in each.

With around 270 people in each ship's company, these ships can be self-sustaining away from port for extended periods.

They have also proved to be reliable, and in Cdr Farrington's 18 months with the squadron no ship has missed a sailing date.

Type 42s have a good track record and thereby underpin the reputation of the Royal Navy around the world.

Many navies comment on and are impressed by ships like the Type 42s, which are seen displaying all the best qualities of a blue-water navy.

These ships operate away from home for prolonged periods at sea and deliver effective area anti-air defence for the Fleet.

Portsmouth's other grey fleet

PORTSMOUTH Naval Base is home to the Commodore Royal Fleet Auxiliary's headquarters – but the ships themselves are not so evident.

The RFA fleet of 21 ships is not base-ported in the same way as RN ships, and can be away from home waters for months or years on end.

Manned by civilians, the flotilla is managed by the Commodore, who is directly responsible to Commander-in-Chief Fleet for day-to-day operations.

The primary role of the RFA is to supply RN ships at sea with the food, fuel, ammunition and spare parts they need to operate away from base.

In addition, the RFA provides the Navy with sea-borne aviation training facilities, as well as secure logistical support and amphibious operations capability for the Royal Marines and the Army.

Some 2,300 UK-registered officers and ratings are employed by the service, following career paths broadly similar to the merchant navy, while incorporating specialist training to meet the needs of operating with the Royal Navy.

The RFA has earned many battle honours – the flotilla was deployed in support of British forces during the

Falklands and Gulf Wars, and also played a significant role in the British contribution to operations in the former Yugoslavia.

Most RFA ships carry, or can carry, Royal Navy helicopters and their support teams, and because the ships are often required to operate in war zones in support of the RN, most have a limited weapons-fit for self-defence.

Ships often become particularly associated with a certain task or deployment – small fleet tanker Grey Rover is usually to be found supporting the RN's Falklands activities, while sister ships Gold Rover and Black Rover generally serve the West Indies Guard Ship and Flag Officer Sea Training respectively.

COMRFA's HQ in the Naval Base comprises 103 people, of whom 30 are uniformed RFA personnel.

COMRFA has four divisions – Operations and Warfare, Engineering and Systems, Policy and Finance and Personnel.

With the move to Portsmouth from various sites around London and Bath at the end of 1994, these divisions were brought under one roof for the first time, allowing planning of programmes and operations to be carried out more efficiently.



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Ships readied for

THE Commander-in-Chief Fleet commands all the ships and submarines of the Royal Navy, and the Flag Officer Surface Flotilla (FOSF) is responsible for making sure that more than 100 surface ships are ready and able to carry out those tasks.

FOSF, at present Vice-Admiral Sir John Brigstocke, has around 200 staff located in the Parade and South Terrace, although repair work to the Parade may require the HQ to be relocated within the Naval Base.

Vice Admiral Brigstocke will be relieved by Rear Admiral Franklyn this month.

FOSF's primary purpose is to provide ships and diving units fit for their operational tasks.

His responsibility covers the aircraft carriers and amphibious ships, six squadrons of frigates and destroyers, half based in Portsmouth and the rest in Plymouth, five squadrons of mincwarfare and patrol vessels, the Hydrographic Survey Squadron

and the Fleet diving groups.

Today, many are deployed worldwide, from the Far East to Australasia, through the Middle East, Persian Gulf and Mediterranean to the North and South Atlantic and as far as the east coast of America.

"FOSF has a very wide-ranging remit covering practically all aspects of support for surface ships

NBC's captains of business

THE DAILY routine of the Naval Base is handled by Naval Base Commander's senior business sector managers, who each have a well-defined role in the smooth running of the whole.

The former North Corner Group, which was split away from the Fleet Maintenance and Repair Organisation (FMRO) prior to market-testing, is the responsibility of Captain of Fleet Maintenance, Capt John Wright.

His team of 600 uniformed personnel look after the planned maintenance and operational defects of ships based in Portsmouth. This engineering support is available to Portsmouth ships anywhere in the world.

The second main task of CFM is as a ship's agent, providing general waterfront support such as arrangements for ships arriving, arranging shore power, telephone links, transport and so on.

This is all handled by the Port Services Manager, and visiting foreign warships are offered the same assistance if required.

Riggers also fall within the Port Services Manager's domain, berthing and unberthing ships, and moving them within the harbour without the use of tugs.

The remainder of FMRO is, as *Navy News* went to press, awaiting the decision over whether their in-house bid, in conjunction with Johnson Controls and Lisnave Internacional, was successful –

three rival bids came in from Vosper Thornycroft/GEC Marine, Babcocks/Serco/A&P, and DML.

FMRO's workforce stands at just over 1,000 civilians plus 100 apprentices, who are responsible for maintaining, repairing and enhancing RN warships.

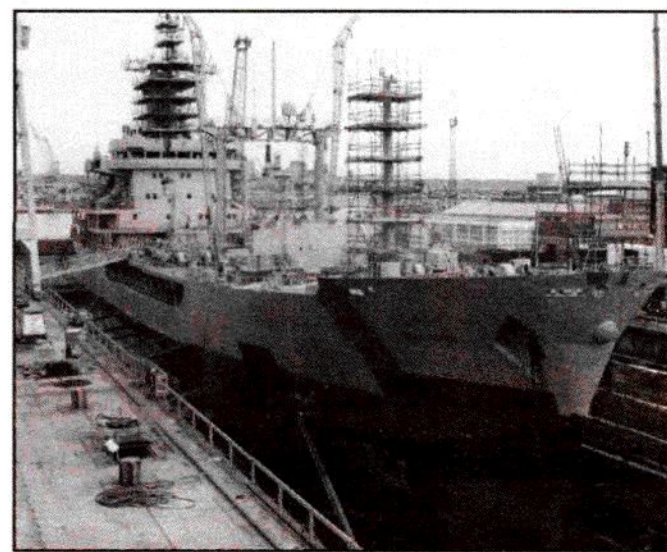
The waterfront services provided by FMRO under the Director FMRO, Constructor Captain John Crump, include programmed shipwork, unplanned work such as emergency dry-docking, facilities management of such supplies as water, electricity and steam, and commercial shipwork.

FMRO has docks up to 260m long, and can handle vessels of up to 28,000 tonnes.

Naval Base Business Manager Alex Benney is responsible for the overall planning, finance and contracting activities of the NBC organisation, including Competing for Quality initiatives.

Mr Benney's team is overseeing the introduction of management and accounting techniques which are appropriate for the Base's business – particularly the introduction of output costing, giving a far clearer picture of efficiency than the old cash-input method, allowing easier tracking of costs.

Captain of Base Services Captain Ed Searle heads a department of 440 people, regularly doubled in size by additional contractors, which provides and maintains the infrastructure for the base, covering some 300 acres, with three miles of wharfage and



● Ship work – RFA Gold Rover in FMRO's hands

thousands of workers.

Among Capt Searle's responsibilities are rebuilding jetties, clearing rubbish, provision of security, health and safety functions, and communications, including the sophisticated 5,000 extension telephone exchange.

The Queen's Harbour Master, Cdr Peter Chapman-Andrews maintains freedom of movement for the thousands of vessels, military and civilian, in Portsmouth.

There are more than 64,000 "significant" moves each year, to say nothing of the 4,500 yachts,

fishing boats and numerous pleasure craft based around the area.

No craft over 20 metres can move without QHM Harbour Control's permission. QHM's team also oversees RN harbour moves and berth allocation, maintenance of dredged channels and navigation lights, and command of maritime emergencies in his patch, which stretches from Cowes to the Nab Tower and Culver Cliff on the Isle of Wight.

The sixth business sector manager is Commodore HMS Nelson – see page VII.

Finding the right people

ONE of the 'lodgers' to be found at Portsmouth Naval Base is the man who mans the Fleet.

Second Sea Lord and Commander-in-Chief Naval Home Command – or 2SL to those in a hurry – has an empire which

embraces 3,000 officers, more than 8,300 ratings or other ranks, and nearly 4,000 civilians, and he is in broad terms the man at the head of the Navy's shore establishments.

The task sounds deceptively simple – "to ensure that sufficient, motivated uniformed manpower, trained to the required standards,

is available and is deployed in peace, crisis, major crisis or war."

Not quite such an easy task when you get down to details.

The organisation expects to recruit around 5,000 people a year, and to put some 9,000 personnel through a range of training programmes.

It arranges around 15,000 officers' and 52,000 ratings/other ranks' appointments and drafts a year, and oversees the terms and conditions of 45,000 people in the Naval Service.

It operates on a budget of £490m.

Again, the figures alone do not tell the whole story.

Ensuring ships have the right balance of personnel at all times is not enough – 2SL is also seeking to ensure everyone has a structured career progression, with elements of sea time and a variety of billets.

There should also be a certain amount of predictability for those who wish it.

Helping 2SL achieve these targets are two agencies, owned by 2SL but with more delegated power than a Royal Navy directorate.

The current 2SL, Admiral Sir Michael Boyce, moves on to become Commander-in-Chief Fleet in September, and is under no illusions about the way the command should proceed.

Introducing his five-year corporate plan this year, Admiral Boyce said: "Business practice methods cannot on their own underpin the management of Naval personnel who need to be fit to fight and win."

"Nevertheless, there are some commercial skills we need to apply if we are to achieve the most cost-effective way of conducting our



● HMS Lancaster's ship's company, present and correct – Second Sea Lord's organisation ensures that ships get the right number of people, and balance of skills, to fulfil their obligations.

Naval Base

Sea

of the Royal Navy," said Cdr Paul Jellyman, FOSF Public Relations Officer.

"It includes management of a £350m per year budget, and programming units to undertake the operational tasks directed by CINCFLEET, as well as exercising delegated responsibility from CINCFLEET for policy throughout the whole Fleet in many different fields.

"These include such diverse subjects as explosive safety, supply policy covering catering, clothing, stores and food, young officers' training at sea, ceremonial, data links, navigation and so on."

The FOSF HQ staff contains a wealth of experience, including many officers who have had their own command, and nearly everyone straight from sea.

They deal daily with ships at sea around the world, working to resolve any difficulties that arise.

He also has a small group of officers and ratings who co-ordinate, 24 hours a day throughout the year, the support and repair when necessary for ships deployed worldwide.

FOSF's responsibilities do not end there.

"We have a team of sea-going experts, 'sea riders', who visit ships of all classes to give help, guidance and training in warfare matters.

"They provide continuation training, following up that provided by the Flag Officer Sea Training.

"The sea riders also form the core of the Flotilla Battle Staff, or FBS.

"COMUKTG (Commander UK Task Group) is the primary Battle Manager, and for a naval task group FOSF with the FBS would take over on a roulement basis for a protracted operation, and is also ready to command a second operation anywhere else in the world or act as a Joint Force Commander.

"The FBS trains regularly for its role during major exercises, and is currently deployed as a Task Group Command staff for the Joint Maritime Course off Scotland."



● Naval figurehead – a teak representation of Admiral Lord Nelson watches over the main gate of the establishment which bears his name.

Everything you need in a town called Nelson

YOU CAN get your teeth filled, your car MOT'd, study an A-level or pick up a pizza – without ever leaving the confines of HMS Nelson.

"We are really the town within the wider Naval Base," said Commander of Nelson, Commander John Wills.

The old demarcation lines that existed when the site became a naval barracks in 1903 have long gone, and to describe the place as an accommodation centre would be to do it a great disservice.

"Our top priority here is to support ships and the Naval Base Commander in his task of supporting ships," said Cdr Wills.

Hotel services to the Navy in general is also given high priority in the immediate future.

Nelson, named such in 1974, can accommodate 2,000 ratings, and achieves around 2,000 bed moves per month.

Occupancy of officers' and senior rates' capacity is around 85 per cent; for junior rates the figure is 42 per cent, which includes a built-in margin for contingencies such as ship in dry-dock, or the extreme instance of Nelson fulfilling its role as the Navy's war mobilisation centre.

The current junior ratings' single living accommodation in the 12-storey Saumarez and Keppel blocks is due to be demolished, possibly next year, and replaced by modern quarters at a cost of some £20m, providing space for 1,000 people with en-suite facilities.

The aim is to provide this through a Private Finance Initiative route.

Other facilities for junior rates have recently been upgraded, the most prominent being the revamp of the Naafi complex which was officially opened by Second Sea Lord Admiral Sir Michael Boyce last month.

The new arcade features a Naafi shop run by Spar – the biggest grocery chain in the world, and whose first branch in the UK was in Portsmouth – a fast-food element and the "Twilight Zone" of slot machines.

Customers now have a cosmopolitan choice of food at

Scooby's, managed for Naafi by Eures, from pizza to filled baguettes, with Burger King opening shortly.

Beyond the hotel service Nelson's influence stretches out into the Naval Base and into every corner of the world visited by the Navy.

For example, amongst the "outputs" Nelson management has identified as being their core task to support is pay and personnel, running personal pay accounts for 8,500 service personnel in Portsmouth, London, Bath and worldwide, from South Africa to Siberia, the West Indies to Korea. Nelson's Cash Office deals in

receipt and payment of £1m a month.

Personnel support is a major element of Nelson's remit, through the Naval Personal and Family Service (NPFS), where there is also a worldwide remit covering those serving abroad.

Nelson's Sick Bay and dental department are both the biggest in the Navy, with average monthly attendances of 3,000 and 1,100 respectively.

On the discipline side, Nelson is home to the Naval Provost, and holds more than 50 courts martial a year.

Nelson runs 40 acres of sports fields, including a county-standard cricket pitch at Burnaby Road, and will host events for the 1997 Special Olympics.

The Nelson education centre is also the biggest in the Navy – and boasts a GCSE success rate of 75 per cent. The figures are even better in the resettlement organisation, with an 82 per cent re-employment rate for servicemen within three months of leaving the armed services.

Another arm of the management strategy deals with the support of the lodger units – Nelson has a total of 25, which means 95 per cent of the office space is full, though Cdr Wills said he has a nice little 30-desk space going at the right price...

Among Nelson's lodger units are the Royal Marines School of Music, the RN School of Education and Training Technology, the Directorate of Foreign and Commonwealth Training – and Navy News.



● Scooby's snack – the Second Sea Lord enjoys a bite to eat and a chat with Leading Chef David Everson after officially opening Nelson's new Naafi restaurant and shop, run in conjunction with Spar and forces' catering group Eures.

for the task



● Hi-tec lessons – new facilities such as the Amethyst bridge trainer at HMS Dryad ensure RN training is second to none.

work such that we do not imperil either the size of the Front Line or our renowned high standards."

The NRTA – Naval Recruiting and Training Agency – came into being in 1995, and has been negotiating a partnering arrangement with commercial groups to open spare capacity at Navy training establishments to outsiders.

The Naval Manning Agency (NMA) is a year old this month, and approaches the task of filling billets with a different emphasis, with a greater involvement by its

customers and a higher level of feedback.

But the 2SL organisation is not about facts and figures – as Admiral Boyce says, the Royal Navy's most vital asset is its men and women.

Accordingly, Admiral Boyce's team also oversees pay and conditions, which influences both recruitment and morale, provides wider welfare and spiritual support to Naval personnel and their families, and is also responsible for the Royal Naval Reserve.

Weapons expertise

EVER since naval warfare moved on from the cannon, there has been a need to evaluate fighting capability – a task fulfilled by Captain Weapons Trials and Acceptance (CWTA), based in Portsmouth.

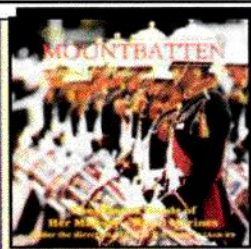
The team conducts trials, assessments and inspections of the entire Navy arsenal, including new systems, for surface ships and submarines.

Safety is a major part of their remit, including stowage

and handling of explosives.

Foreign navies who buy or refit warships in the UK also make use of CWTA's services.

CWTA – the title came in 1994, though the original Naval Weapons Trials team began in 1970 – consists of a mainly Service-manned trials group, often away on duty, a mixed Service and civilian assessment group, plus support staff.



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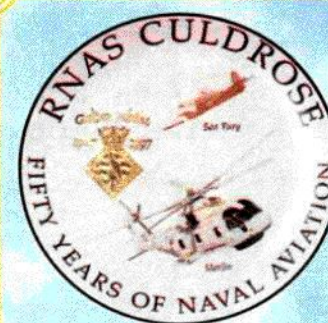
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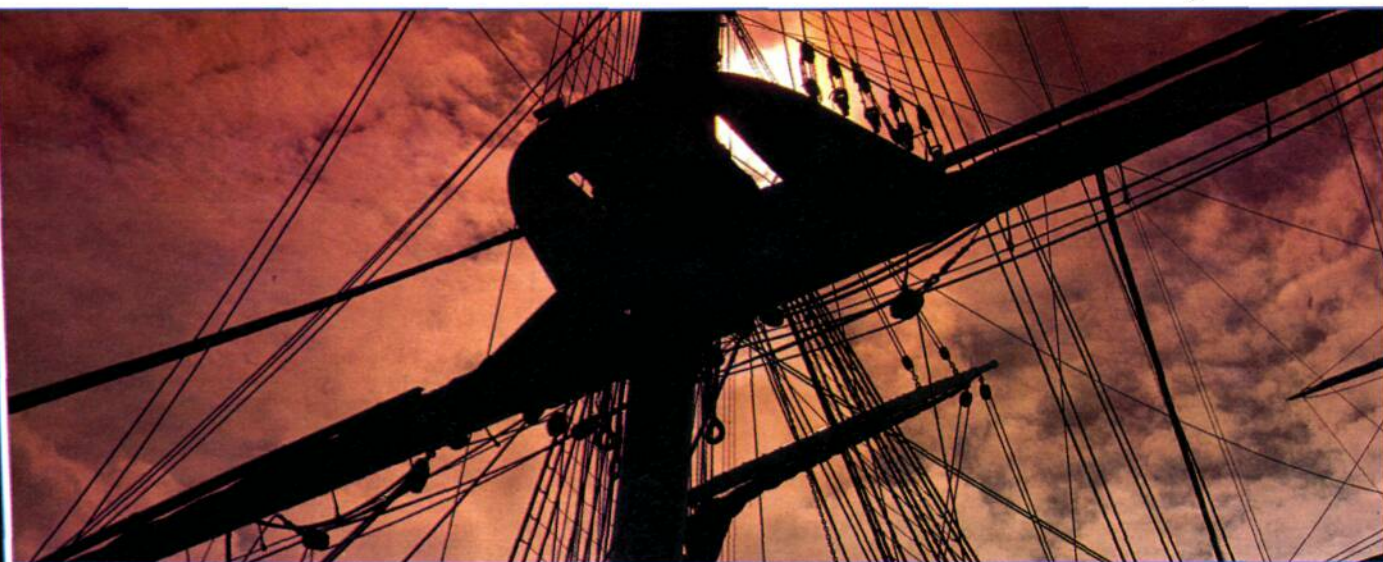
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● Tourists' delight (above) – historic spars and rigging against a red sky at Flagship Portsmouth (above).
● Industrial heritage – Marc Brunel's pioneering Block Mills (left).

To be the best

THE MAN helping steer Flagship Portsmouth into the next millennium has a simple ambition.

David Geddes, Flagship's general manager, wants the Portsmouth naval heritage area to be the best in the world.

Flagship Portsmouth encompasses the Mary Rose, HMS Victory, HMS Warrior 1860, the RN Museum and Portsmouth Naval Base Property Trust, marketing the elements under one banner.

"Since the creation of Flagship Portsmouth in 1993 we have been pulling together as a team in pursuit of our aim; that is to be universally recognised as the world's greatest maritime heritage attraction," said Mr Geddes.

"We are lucky enough to have three of the

greatest warships ever built here.

"If you trawled history to select any three warships illustrating the rise and peak of the Royal Navy, you would have difficulty in doing better than the Mary Rose, Victory and Warrior.

"And in addition we are very lucky here in that this dockyard was, in the 18th century, the greatest industrial complex in the world."

The heritage area is now known as Flagship Portsmouth, and the majority of visitors – 70 per cent – now buy a site ticket covering all the major attractions.

To complement this, a new general guide book is launched this month, although specific guides for each element will still be available.

But there is still much to be done if the target of world supremacy is to be firmly established.

The heritage area is the centrepiece of the Renaissance of Portsmouth Harbour Millennium scheme, bringing a promenade

from Old Portsmouth to HMS Victory, with a similar one on the Gosport side.

And more than £12m will be spent on a Navy in Action centre, a high-tec attraction featuring a big-screen re-enactment of a NATO exercise.

There are also plans to improve the street furniture, to floodlight ships and buildings, open until late in the evening – and to provide a new home for the hull of the Mary Rose, under the same roof as the artefacts reclaimed from the bed of the Solent.

Further ahead, Flagship would love to bring other historic buildings and artefacts under its wing, including Marc Brunel's 1802 Block Mills, the first fully-automated factory in the world, making wooden pulley blocks for ships' rigging, the reservoirs and culverts beneath, used to control water flow in and out of dry docks, and a "serious" 20th century warship to enhance the collection.

All Aboard!

Calling all landlubbers and seafarers aged 8-12

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Don't go sending me money without asking an adult first though.

Oh, and don't forget to have a go at the competition. You might land yourself a CD player.

Membership Application Form

Please enrol me as a member of Captain Plank's new club. I enclose a postal order/cheque (payable to Navy News) for £3.25.

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Address _____

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Age _____ Birthday _____

Special interests: Sport ☐ Music ☐ Film/TV ☐
Friends ☐ Reading ☐

Other _____

Do you have any brothers or sisters? Yes/No _____

Names/Ages _____

Who does this copy of Navy News belong to?
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Name Your Club Competition

Write your suggested name for the club here: _____

Draw a logo (a simple picture or symbol) for your suggested name on a separate piece of paper and attach it to this form. Sorry your drawing cannot be returned.

Send your completed form, together with postal order/cheque for £3.25, to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01202 679989.

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Captain Plank can't make up his mind what to call his new club. So he wants you to suggest a name of your own and design a logo.

He'll be awarding a prize of a Sony Discman CD player and music voucher to the best entry.

Closing date 31 August 1997. One entry only per person.

Entrants must be aged 8-12. No purchase necessary.

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